



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,138 " ..... " W. A. Valentine.  
 "FATSHAN," ..... 2,260 " ..... " R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... " C. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons ..... Captain G. F. Morrison, R.M.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Willox.  
 "NANNING," ..... 569 " ..... " O. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Koo-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

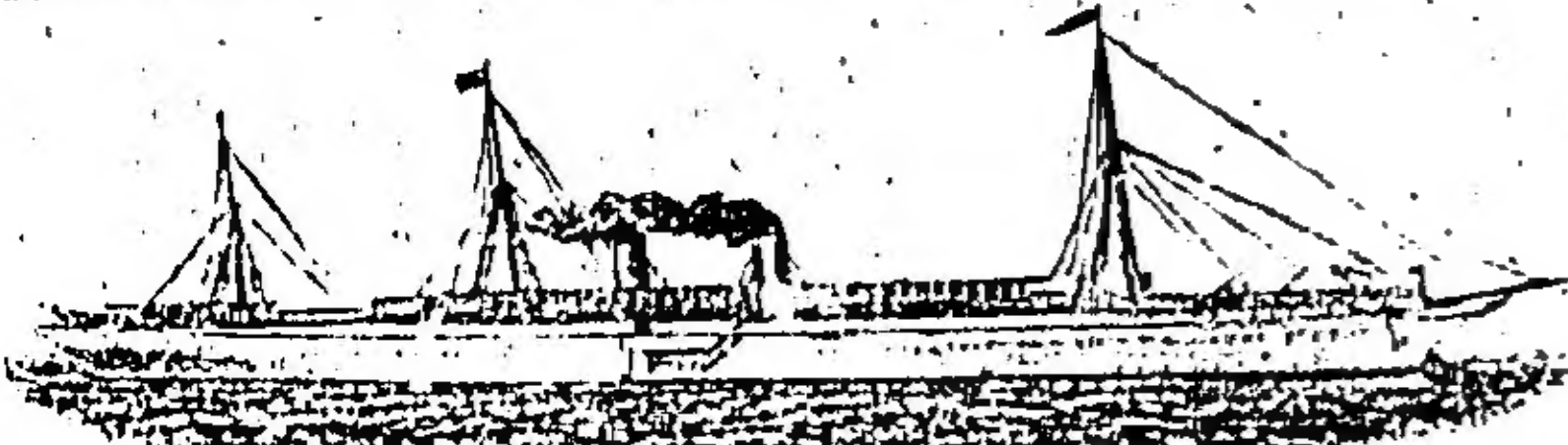
FARES:—Canton to Wuchow ..... Single \$15.00. Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50. Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

| R.M.S.                  | Tons  | LEAVE HONGKONG     | ARRIVE VANCOUVER |
|-------------------------|-------|--------------------|------------------|
| "EMPRESS OF CHINA"..... | 6,000 | WEDNESDAY, May 30  | June 20          |
| "EMPRESS OF INDIA"..... | 6,000 | WEDNESDAY, June 20 | July 11          |
| "ATHENIAN".....         | 2,440 | WEDNESDAY, June 27 | July 21          |
| "EMPRESS OF JAPAN"..... | 6,000 | WEDNESDAY, July 11 | August 1         |
| "MONTEAGLE".....        | 5,500 | WEDNESDAY, July 18 | August 11        |

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ..... via St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 31st May, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LUBOM, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS.            | DESTINATIONS.  | SAILING DATES.                      |
|----------------------|--|-------------------------------------|
| ARCADIA.....         | HAVRE and HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                                       | 28th May } Freight.                 |
| C. FERD. LAEISZ..... | MARSEILLES, HAVRE & HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                             | 1st June } Freight.                 |
| SITHONIA.....        | HAVRE, BREMEN and HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                               | 6th June } Freight.                 |
| ANDALUSIA.....       | HAVRE and HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                                       | 24th June } Freight.                |
| ACILIA.....          | HAVRE and HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                                       | 28th June } Freight.                |
| RHENANIA.....        | HAVRE and HAMBURG,<br>and NAPLES for Landing Passengers.<br>(Calling at S'PORE, PENANG & COLOMBO). | 12th July } Freight and Passengers. |

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Kling's Buildings.

Hongkong, 31st May, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEE, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS.                  | SAILING DATES.             |
|----------------------------|----------------------------|
| ROON.....                  | WEDNESDAY, 6th June.       |
| PREUSSEN.....              | WEDNESDAY, 20th June.      |
| ZIETEN.....                | WEDNESDAY, 4th July.       |
| GNEISENAU.....             | WEDNESDAY, 18th July.      |
| BAVERN.....                | WEDNESDAY, 1st August.     |
| PRINZ REGENT LUITPOLD..... | WEDNESDAY, 15th August.    |
| PRINZ EITEL FRIEDRICH..... | WEDNESDAY, 29th August.    |
| SACHSEN.....               | WEDNESDAY, 12th September. |

ON WEDNESDAY, the 6th day of June, 1906, at Noon, the Steamship ROON, Capt. G. Meiner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|  | 1st Class  | 2nd Class  | 3rd Class  |
|--|------------|------------|------------|
| TO NAPLES, GENOA & GIBRALTAR ...                 | £61. 0. 0. | £42. 0. 0. | £22. 0. 0. |
| Return .....                                     | 91. 0. 0.  | 63. 0. 0.  | 33. 0. 0.  |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ..... | 65. 0. 0.  | 44. 0. 0.  | 24. 0. 0.  |
| Return .....                                     | 97. 0. 0.  | 66. 0. 0.  | 36. 0. 0.  |
| TO NEW YORK VIA SUZ:                             |            |            |            |
| VIA NAPLES, GENOA OR GIBRALTAR ...               | 64. 0. 0.  | 44. 0. 0.  | 26. 0. 0.  |
| Return .....                                     | 115. 0. 0. | 79. 0. 0.  | 47. 0. 0.  |
| VIA BREMEN OR SOUTHAMPTON .....                  | 68. 0. 0.  | 46. 0. 0.  | 27. 0. 0.  |
| Return .....                                     | 123. 0. 0. | 83. 0. 0.  | 49. 0. 0.  |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

| STEAMERS.            | TONS. | SAILING DATES.      |
|----------------------|-------|---------------------|
| WILLEHAD.....        | 4,765 | TUESDAY, 29th May.  |
| PRINZ WALDEMAR.....  | 3,227 | TUESDAY, 26th June. |
| PRINZ SIGISMUND..... | 3,302 | TUESDAY, 24th July. |

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|  | 1st Class   | 2nd Class   | 3rd Class  | 1st Class          | 2nd Class   |
|--|-------------|-------------|------------|--------------------|-------------|
| TO MANILA.....                                 | \$50.00     | \$30.00     | \$20.00    | Return \$80.00     | \$50.00     |
| TO NEW GUINEA.....                             | £28. 0. 0.  | £18. 0. 0.  | £14. 0. 0. | Return £42. 0. 0.  | £27. 15. 0. |
| TO BRISBANE.....                               | £30. 0. 0.  | £20. 0. 0.  | £14. 0. 0. | Return £54. 0. 0.  | £36. 0. 0.  |
| TO SYDNEY.....                                 | £33. 0. 0.  | £23. 0. 0.  | £15. 0. 0. | Return £59. 10. 0. | £41. 10. 0. |
| TO MELBOURNE.....                              | £34. 10. 0. | £24. 10. 0. | £16. 0. 0. | Return £62. 5. 0.  | £44. 5. 0.  |
| TO YOKOHAMA.....                               | \$80.00     | \$60.00     | \$40.00    | Return \$170.00    | \$120.00    |
| TO KOBE.....                                   | \$95.00     | \$70.00     | \$50.00    | Return \$170.00    | \$120.00    |
| TO YOKOHAMA & back from KOBE to HONGKONG ..... | \$140.00    | \$100.00    |            |                    |             |

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

|   | 1st Class  |
|---|------------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer..... | £97. 0. 0. |
| TO EUROPE VIA AUSTRALIA AND AMERICA.....                          | 96. 0. 0.  |

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

| FOR                                 | STEAMERS            | ABOUT                |
|-------------------------------------|---------------------|----------------------|
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | PREUSSEN.....       | THURSDAY, 24th May.  |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ZIETEN.....         | WEDNESDAY, 6th June. |
| YOKOHAMA & KOBE                     | PRINZ WALDEMAR..... | WEDNESDAY, 6th June. |

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

|   | 1st Class  |
|---|------------|
| TO LONDON VIA PLYMOUTH OR SOUTHAMPTON ..... | £62. 0. 0. |
| TO BREMEN.....                              | 63. 10. 0. |
| TO PARIS VIA CHERBOURG.....                 | 65. 0. 0.  |
| TO NAPLES, GENOA VIA GIBRALTAR .....        | 65. 0. 0.  |

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 31st May, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft., bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 861.

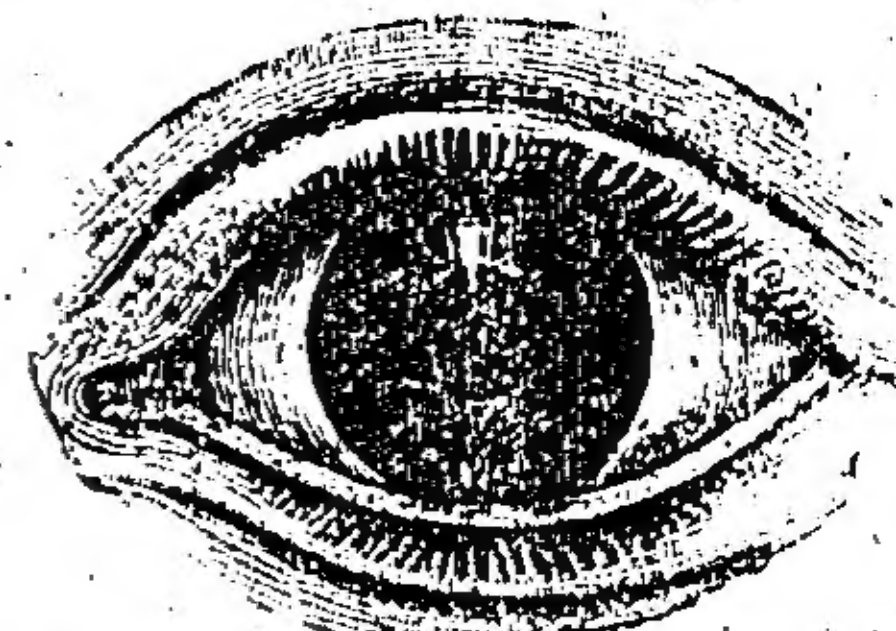
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Sootts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

[39]

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905. [48]

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."  
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905

[14]

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE  
 BETWEEN  
 JAVA, CHINA, AND JAPAN.

| Steamer.       | From  | Expected on or about | Will leave for     | On or about      |
|----------------|-------|----------------------|--------------------|------------------|
| TJIMAH.....    | JAVA  | Second half May      | JAPAN VIA SHANGHAI | Second half May  |
| TJILIWONG..... | JAPAN | Second half May      | JAVA PORTS         | Second half May  |
| TJIPANAS.....  | JAVA  | First half June      | JAPAN VIA SHANGHAI | Second half June |
| TJILATJAP..... | JAPAN | Second half June     | JAVA PORTS         | Second half June |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 9th May, 1906.

[15]

KWONG SANG & Co.,  
 No. 72, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
 41 & 43, QUEEN'S ROAD CENTRAL,  
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE  
 Hongkong, 15th September, 1905

[65]

## FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES,

SHADES, &amp;c., &amp;c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

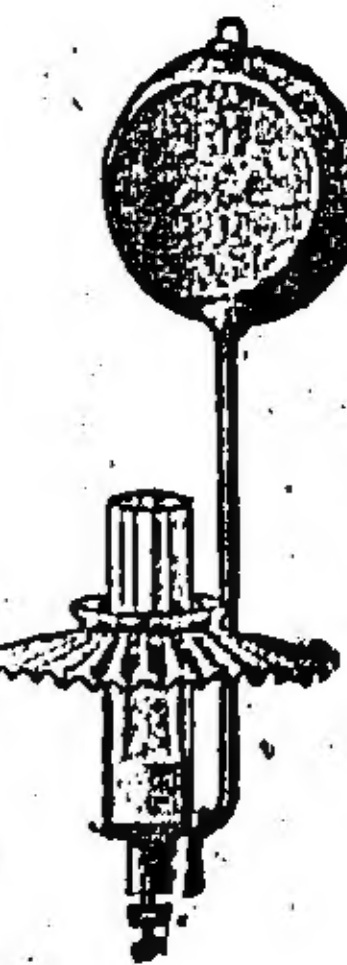
NAPHTHA of the best kind for GASOLINE

LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 10th April, 1906. [52]



## Intimations.

Powell's

ALEXANDRA

BUILDINGS,

Des Vaux Road.

JUST

RECEIVED.

LADIES'

BATHING

COSTUMES,

Comfortable,

Durable,

and  
Dainty.

BATHING

CAPS,

\$1

EACH.

SPECIAL

NAVY

SERGES

for

BATHING

COSTUMES,

(Guaranteed fast dye)

\$1.25

per yard.

W.M. POWELL,  
LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 18th May, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and

Japanese

Silk Piece Goods,

Silver Wares,

Rare Embroideries,

Grass Cloths,

&amp;c., &amp;c.,

SUITABLE BOTH FOR

LADIES AND GENTLEMEN.

Ladies' Blouses.

AND

Gentlemen's Pyjamas

SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.  
Hongkong, 4th May, 1906. [530]

BANK HOLIDAY.

IN accordance with Government Notification No. 423 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW, the 24th instant, VICTORIA DAY.  
Hongkong, 23rd May, 1906. [532]FIRE INSURANCE ASSOCIATION  
OF HONGKONG.NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW, the 24th instant, VICTORIA DAY.  
By Order, A. R. LOWE,  
Secretary.  
Hongkong, 23rd May, 1906. [537]THE "STAR" FERRY COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the EIGHTH ANNUAL ORDINARY MEETING of the Company will be held at the City Hall, on WEDNESDAY, the 30th instant, at 2.15 p.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1906.  
The REGISTER OF SHARES will be CLOSED from WEDNESDAY, the 23rd instant, to WEDNESDAY, the 30th instant, both days inclusive.  
EDWARD OSBORNE,  
Secretary.  
Hongkong, 21st May, 1906. [533]

THE NEW THERAPY REMEDY.

TRADE MARK

This is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 2 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 3 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 4 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 5 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 6 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 7 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 8 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 9 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 10 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 11 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 12 is a new and popular remedy, used in the Cantonese Hospital, Johns, Velpen, Johns, Velpen, and others, and is a medicine of the kind and surpasses everything hitherto employed.

## Auctions.

E. R.  
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,  
the 28th May, 1906, at 11 A.M., at  
ARMY ORDNANCE STORES,  
Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES

at the ARSENAL YARD—

AXLETTREES, BOLTS AND NUTS, IRON  
SAVES or PORTABLE MAGAZINES,  
WHEELS, COPPER SCALES, VICES,  
LEATHER STRAPS, OLD IRON, GUN-  
METAL, COPPER, WHITE METAL, ZINC,  
STEEL CAST, WROUGHT and GALVA-  
NIZED IRON, LEATHER, BLANKETS,  
TENT DUCK, TARKED and PLAIN CAN-  
VAS, ROPE, DUNLOP HUNTING,  
WOOLLEN RAGS, OLD WOOL, IRON  
DRUMS and CYLINDERS, PAINT KEGS,  
PACKING CASES, &c., &c., &c.  
A large quantity of OLD BRASS.

ALSO

A quantity of Old and Part Worn CLOTHING.

Catalogues can be had at the Ordnance

Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All

faults and errors of description at purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 19th May, 1906. [531]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,  
the 29th and 30th May, 1906, at 10 A.M. each

day, at H. M. NAVAL YARD,

SUNDRY NAVAL, VICTUALLING,  
OBsolete AND CONDEMNED

STORES,

Comprising:—

OLD STEEL WIRE ROPE, REFRIGE-  
RATING MACHINE, BOATS' ENGINESAND BOILERS, CHAIN CABLE AND GEAR,  
ELECTRIC CABLE, STEEL WIRE HAW-  
SERS, OLD BRASS AND IRON, RIVETS,  
LOAM, RUBBERSTUFF, CANVA, PRO-  
VISIONS, IMPLEMENTS, CASKS ANDCASK STAVES, CLOTHING MATERIAL, L.S.  
BLANKETS, OFFICERS' MESS TRAPS

AND TOBACCO.

Catalogues may be had on application.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th May, 1906. [535]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEO. H. LAMMERT has been

appointed to sell by

PUBLIC AUCTION,

ON

TUESDAY,  
the 29th day of May, 1906, at 3 P.M., at his

Sales Rooms, Duddell Street, Victoria,

IN ONE LOT.

The VALUABLE LEASEHOLD PRO-  
PERTY registered in the Land Office as

SECTION D OF INLAND LOT No. 585

with the Messing and Building thereon,

known as No. 11, SEYMOUR ROAD, held

under a Crown Lease dated the 14th Decem-  
ber, 1890, for a term of 999 years. Proportion

of Crown Rent payable \$1.60.

For further particulars, apply to—

Messrs. EWENS, HARSTON & HARDING,  
Alexandra Buildings,  
Vendor's Solicitors,or to  
The Auctioneer.

Hongkong, 21st May, 1906. [534]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,  
the 14th June, 1906, at 11 A.M., at the Hong-

kong and Kowloon Wharf and Godown

Company's premises, Kowloon,

COMPLETE CEMENT FACTORY.

Originally intended to be put up as the Kwan-

tusk Cement Factory, but landed in the Russo-

Japanese War, will be sold, by order of

proprietor Mr. Hereditary Honorary

Citizen Anatoly Charnapiewitch Tet-

jukow of Saigrajewo.

The Plant of this Cement Factory, which

has been fitted out with the latest technical

inventions for manufacturing Cement, by the

dry system, consists among others of:—

LOCOMOTIVES (Wolf, Magdeburg),

MILLING MACHINES (Smidt, Copenhagen),

COOLING INSTALLATIONS (Atlas Fabr.),

ELECTRICAL (Allg. Elec. Comp.),

TRUCKS, &amp;c. (Oreinstein &amp; Koppel).

&amp;c., &amp;c., &amp;c.

All in all the whole plant is very nearly the

same as the Factory Kjakdorp, near Malmo

in Sweden.

Specifications of the Machines and acces-

sories as well as any further information may

be obtained from—

SIEMSEN & CO.,  
Hamburg & Hongkong,and  
LAWYER BURNOFF,  
in St. Petersburg, Wassili Ostrow,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers,  
Messrs. HUGHES & HOUGH.  
Hongkong, 1st May, 1906. [518]

COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. PARLANE,  
Manager.

Hongkong, 22nd June, 1905. [51]

## ROMANCE OF 'FRISCO.

CITY THAT THE "GOLD RUSH" MADE.

San Francisco, the ninth city in size in the United States and the metropolis of California and of the Pacific coast, is situated on the end of a peninsula, which has the Pacific Ocean on one side, and the Bay of San Francisco on the other. The width of this tongue of land within the city limits is about six miles, and its whole length about 26 miles.

Important changes in form of government, the coming of additional transcontinental railways, the Oriental outlook, caused by the control of the Philippine Islands by the United States, the increased trade with China, Japan, and the islands of the Pacific, caused a remarkable development during the last years of the nineteenth century.

THE GOLD RUSH.

In the early part of 1849 the inhabitants numbered about 2,000; but at the end of the same year, owing to the gold rush, the number had increased to 20,000. From 1830, when the first figures are obtainable, the increase has been phenomenal, as the following figures show: 1830 200; 1849 2,000; 1850 34,000; 1856 57,000; 1870 150,000; 1880 230,000; 1885 234,000; 1890 299,000; 1903 341,000. To-day the population is estimated to be about half a million. Suburban communities have grown up about the city in mushroom fashion, and electric and steam railways and ferries bring these into close communication with the city. There are in the city over 140 miles of electric railways, 77 miles of cable roads, 12 miles of the steam system, and 10 miles of horse railways.

The steep hills caused the invention in San Francisco of the cable railway, now used in many cities of the world.

Market-st., which has practically been wiped out, is the artery from which diverge all the principal streets. It is, or rather, was, paved with bituminous rock.

The city has 195 miles of paved streets, and 305 miles of sewers. In remarking on the fact that in the early days the number of wooden dwellings was considerable, the "Encyclopedia Britannica" adds, a little precipitately, that "builders are no longer hampered by the fear of earthquakes."

"BOSS" RULE.

After many years of notorious "Boss" rule, the city in 1896 elected a reform mayor. This was the most important movement for good government in the history of the city since the vigilance committee of 1850. The city's control is centralized, giving more power to the mayor.

The city is connected with the eastern states by three overland railways, the Central Pacific, the Southern Pacific, and the Atchafalaya, Topeka, and Santa Fé routes. Besides these, it has traffic connections with three big Transcontinental roads.

The original site of San Francisco was so uninviting that many of the pioneers doubted if a place of much importance could ever spring up there. The hills, Russian-hill, Telegraph-hill, and many others, were barren and precipitous, and the interspaces, especially on the western side, were made up largely of shifting sand-dunes.

The first attempt to found the commercial metropolis of the Pacific was made by the Straits of Carquinez, it was evident that no other place within easy distance from the ocean possessed so many advantages for the site of a city as this barren peninsula.

GOLDEN GATE.

The Bay of San Francisco is reached from the ocean through the Golden Gate, a strait about five miles long, and averaging one mile in width. This great inland water is well sheltered, and is, for the most part, navigable by the largest craft. Within the decade from 1890 to 1900, the Golden Gate was fortified in the most approved modern manner. Within the bay several islands are also strongly fortified.

The presidio, or fortified settlement of San Francisco, was founded on 17th July, 1776, and the mission, San Francisco de los Dolores, in the following October. In 1830, the population of the presidio consisted of about 50 Spanish soldiers and officers; these, added to the mission, made an aggregate population of about 200. In the summer of 1846 an American man-of-war took possession of the place. The first Legislature of California granted a charter to San Francisco on 1 May, 1850.

CITY OF WOODEN BUILDINGS.

Within a few months of the establishment of municipal government the city suffered severely on more than one occasion from fire. The fire of May, 1850, destroyed property to the value of about £250,000; another, in the following month, was still more destructive—£400,000; and the damage resulting from a third in September was estimated at £100,000. These disasters naturally led to the employment of more substantial building material, granite being imported from China for some buildings, and iron and brick being used for others; but to this day nearly all the private dwellings of the city are of wood.

Throughout a considerable part of the city the streets are laid out in rectangular form, and nowhere with any reference to the natural elevations. The most important business thoroughfare is, as has been stated, the ill-fated Market-st., which extends from the water front at the ferry landings to the hills on the west, a distance of three miles or more. Many of the big streets are still paved with cobblestones, and basalt rocks, but of recent years asphalt, on a stone or concrete foundation, has begun to be used. The greatest attraction in the city is the Golden Gate-park of 1,050 acres, having the ocean for its extreme westerly boundary. The greater part of this area was formerly a shifting sand dune.

ITS COSMOPOLITAN CHARACTER.

The City is of a peculiarly cosmopolitan character; more so, in fact, than any other city in the United States. In 1900, when the population was 343,000, 17,000 were foreign-born. The Chinese population was then estimated at 25,000. Not the least remarkable feature of San Francisco is the Chinese quarter, which lies between Stockton, Sacramento, Kearney (one of the streets which has fared the worst), and Pacific streets, and consists mainly of tall tenement buildings, divided by narrow alleys, and swarming with occupants.

San Francisco is one of the wealthiest cities of the world. Its City Hall, which is now in ruins, cost nearly four million dollars, and there are an extraordinary number of magnificent hotels. In one part of the city significantly known as Nob Hill, numerous millionaire mining and railroad magnates reside in palatial buildings, standing in beautifully wooded grounds. Besides its vast mining interests, the city ranks third among the ports of the Union in the total value of its foreign commerce, which amounts to about £50,000,000.

Morning Leader.

## To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.  
Floor Area 6,100 square feet each.  
Apply to—JARDINE, MATHESON & Co.,  
Hongkong, 20th January, 1906. [147]

TO LET.

"HAYTOR," THE PEAK.  
Immediate Possession.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 17th March, 1906. [563]

TO LET.

No. 15, KNUTSFORD TERRACE,  
Kowloon.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 27th June, 1905. [73]

TO LET.

OFFICES in KING'S BUILDING and YORK  
BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 12th May, 1906. [72]

TO LET.

No. 2, OLD BAILEY.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.

Hongkong, 26th April, 1906. [502]

## Intimations.

A. CHAZALON &amp; CO

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.

SALMON BELLIES " "

SALMON " "

" MACKARELS " "

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

" ASPARAGUS.

" VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY in OIL (Bouillers).

ALSO

PASCAL'S ASSORTED SWEETS and TOFFERS.

Hongkong, 12th May, 1906. [61]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY

FRESH MUTTON and BEEF, at

Moderate Prices.

Should patrons find any Meat supplied not

to be fresh, full price will be refunded on the

return of the Meat to the Stall.

TUNG WING,  
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [561]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,  
Hongkong.</

## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.SCOTCH  
WHISKIES.  
GREAT REDUCTION  
IN  
PRICES.From this date the prices of our popular  
brands of SCOTCH WHISKIES will be as  
under:—

|   |         |
|---|---------|
| A. THORNES BLEND.....   | \$11.00 |
| B. GLENORCHY BLEND (A<br>Fine Soda Whisky) .....              | 11.40   |
| C. ABERLOUR-GLENLIVET (A<br>Fine Peaty Flavoured Whisky) ..   | 12.50   |
| D. H.K.D. BLEND of the Finest<br>Old Malt Scotch Whiskies ... | 14.00   |
| E. BLEND.<br>The popular Whisky in the<br>Far East .....      | 15.00   |

The above prices are strictly *net*. The  
discount of five per cent. previously allowed  
on our Whiskies ceases from this date.A. S. WATSON & CO.,  
LIMITED.WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.  
Hongkong, 17th May, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR &amp; CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR &amp; Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1906.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WHOLESALE—\$18 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTHS.

On the 10th May, at Shanghai, the wife of  
Mr. MARCO GOLDSTEIN, of a daughter.  
On the 15th May, at Shanghai, the wife of  
G. M. BOYES, of a daughter.  
On the 16th May, at Shanghai, the wife of  
Mr. SUTTER, of a son.

## MARRIAGE.

On the 18th May, at Shanghai, JAMES  
RANDALL ANDING, eldest son of late Surgeon  
Anding, to MARY AUGUSTA, daughter of the  
late Major Toole, Bombay Army.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 23, 1906.

## U.S. COURTS IN CHINA.

We have noted recently important changes  
in the U.S. Consular Service in China as a  
result of the energetic efforts of Secretary  
Elihu Root to cleanse the Augean stable.  
Efforts have since been exercised in other  
directions no less important to American  
citizens residing in the Orient. The House  
of Representatives is introducing a Bill  
which has been receiving considerable at-  
tention from the Chambers of Commerce in  
the States. The Bill provides for the ap-  
pointment of regular Judges to preside over  
the extrajudicial courts in China, to be  
under the supervision of the Department of  
Justice and to have no other duties. The  
effect of such a measure will be to relieve  
the Consuls of various Chinese stations from  
the burdensome and inappropriate duty of  
judicial service in the Celestial Kingdom. As  
is well known the extrajudicial courts of  
China are those provided by the foreign  
Powers for trial of their own subjects. Under  
international law an alien accused of crime  
in China is permitted a trial by his own  
countrymen, assisted by representatives of  
all the other foreign nations who maintain  
Consulates in this country. In the case of  
the United States this duty now falls upon  
the Consuls, who, in a majority of cases,  
have neither the time nor the legal experience  
for the work.INTERNATIONAL BANKING  
CORPORATION.Following is the seventh semi-annual report  
to the stockholders:—

New York, April 9, 1906.

Gentlemen,—The management submits the  
following report, with the corporation's seventh  
semi-annual statement, that of December 30,  
1905.The uncertainty attending the final stages of  
the Russo-Japanese war and the unsettled cur-  
rency condition in the Straits Settlements,  
made it advisable for us to carry on our Ori-  
ental business with extreme caution, and the  
branches were therefore obliged somewhat to  
curtail their transactions with a corresponding  
decrease of profit, but meanwhile we have been  
steadily building up our resources at the va-  
rious points and are now well established in  
the Philippines, Hongkong, Shanghai, Japan  
and the Straits Settlements. The Corpo-  
ration has now no office which does not  
either earn on its own account a fair profit or  
otherwise render service indispensable to the  
Corporation as a whole. The half-year under  
review is the first for which this statement  
could be made.Our temporary premises in China and Japan  
having become too small for the volume of our  
business, we were obliged to obtain larger and  
more suitable offices in Hongkong, and in the  
course of the next few months our Yokohama  
Branch will be moved into a floor secured in a  
building now nearing completion. We are  
also in treaty for offices in a new building in  
Shanghai where we have outgrown our present  
premises.The building, Sixty Wall Street, in which  
your Corporation is interested, was opened  
less than a year ago and is well occupied,  
its tenants being drawn mainly from the  
professions of law and engineering. The  
Wall Street Station of the New York Post  
Office occupies the ground floor, and several  
large business concerns have leased offices in  
the upper floors. From the first of May the  
building will earn a net income over all charges  
and may be expected, in addition to providing  
good quarters for the Corporation, to show a  
fair profit on your investment during the present  
year.The business of The International Bank of  
New York has increased and in the latter part  
of 1905 its capital was raised from \$100,000 to  
\$500,000, the new stock being taken by your  
corporation. It is earning a profit and will be-  
gin paying dividends in the present year.The Board express their acknowledgment to  
the officers and employees for their fidelity  
and efficiency during the year.

Very respectfully,

THOMAS H. HUBBARD,  
President.

## LOCAL AND GENERAL.

THE str. *Lokang* was docked at the Tunkadoo  
Dock, Shanghai, on the 16th inst.It is reported that two steamers were ashore  
at 3 a.m. on the 15th inst., 2 miles N.W. of  
Cooper Island. Each vessel was showing two  
red lights.LIEUTENANT N. C. S. SIMSON, three N. C. O's,  
one native servant, H. K. S. B. R. G. A., left  
per s.s. *Catherine Ahear* on the 22nd inst. for  
Calcutta on recruiting duty.RETURN of visitors to the City Hall Library  
and Museum for the week ending the 20th  
May, 1906.—Library Non-Chinese 31, Chinese  
123, Total 433; Museum—Non-Chinese 123,  
Chinese 7,125, Total 7,248.The plague epidemic shows no signs of abate-  
ment. To-day's list is a heavy one with  
twenty-three cases recorded for the twenty-four  
hours up to noon. All the patients were Chi-  
nese; seven of whom are under treatment.TITIK Oskaka Shosen Kaisha is negotiating a  
foreign loan of ¥20,000,000 from an English  
syndicate through the medium of the Credit  
Mobilier. The money is intended for the con-  
version of debentures of high interest and the  
extension of the company's service. It is ex-  
pected that the interest will be 4 or 5 per cent.  
—*Japan Chronicle*.THE *Japan Chronicle* is informed by a Kobe  
firm that telegraphic inquiry was made at  
Vladivostok the other day regarding the pros-  
pects of travel over the Siberian Railway to  
Berlin. The firm received the reply that the  
railway service has greatly improved and that  
the journey between Vladivostok and Berlin is  
now done in eighteen days.TOSHIMAKI Umetsuchi, an accomplice of  
Shidara Hinashi, a director of the late Toa Life  
Insurance Company, of Osaka, who forged  
hundreds of the Shosen Kaisha shares about a  
year ago and absconded, was arrested in Seoul  
a few days ago. Matsuo Magohori, living in  
Nishi-Yokohori, Osaka, and three other ac-  
complices were arrested in Osaka on the 9th  
inst. Shidara, however, is still at large.CHAN Yau, a coolie, residing at No. 78, First  
Street, who said he was unemployed, was  
charged before Mr. F. A. Hazeland, at the  
Police Court this morning, with being in un-  
lawful possession of one bag of flour, reason-  
ably suspected to have been stolen, yesterday.  
Defendant said the flour in the bag was only  
sweepings. He was not believed, and a fine of  
\$10 was imposed on him by the Bench.AT the International Chess Club, Shanghai, on  
the 16th inst. splendid pawns play and the  
judicious sacrifice at the critical moment of a  
rook for a bishop and control of the board won  
for Mr. Souza the second of the five games with  
Mr. de Jesus in the final of the Shanghai Chess  
Championship. The third game, which will be  
decisive if won by Mr. Souza, will probably be  
played to-day at the Club, says the *N. C. D.*BY kind permission of Lt.-Col. Aitkin and  
Officers, the Band of the 19th Infantry will  
play the following programme of music at the  
King Edward Hotel, during dinner, on Thurs-  
day, the 24th inst., weather permitting:—  
March—"The Queen's Guard"; Williams  
Overture—"The Light Cavalry"; Suppé  
Waltz—"The Blue Danube"; Rossini  
Selection—"The Barber of Seville"; Monckton  
Cornet Solo—"Eileen Aonann"; Thomas  
Patrol—"The Phantom Brigade"; Myddleton  
God Save the King.A COOLIE named Ho Lee was arrested this  
morning by a watchman leaving Jardine's Sugar  
Works at East Point with a brass cock, valued  
at \$12 under his arm. He was promptly re-  
moved to No. 2 Police Station and charged.  
Inspector Goulay placed the defendant before  
Mr. C. A. D. Melbourne, at the Magistracy this  
morning, where he pleaded guilty to the charge  
of theft, and received sentence of three weeks'  
hard labour and six hours' stocks.LO CHAN was charged before Mr. F. A. Hazeland  
this morning at the Police Court, at the  
instance of Arthur Cole, chief officer of the  
s.s. *Strathmore*, with stealing from on board  
the ship a canvas hatch, valued at £3, yester-  
day afternoon. The complainant said that  
while on deck he saw defendant attempting to  
leave the vessel with the tarpaulin under his  
arm. Defendant pleaded guilty, and his Wor-  
ship sentenced him to three weeks' hard labour  
and six hours' stocks.THE latest Changsha news, says the *Hankow  
Daily News*, is that the water is slowly falling,  
but rains continue with slight intermission.  
There is very little known as yet of the damage  
done and loss of life in the surrounding coun-  
try, as there is no communication, but the rice  
plains which roughly measure 200 by 100 miles  
in area and are on a much lower level than the  
city of Changsha must be over 15 feet under  
water. A rough estimate of lives lost by a  
resident is not less than 30,000. The destitu-  
tion and condition of the sufferers is terrible and  
beyond description.SOME weeks ago we reported that an Indian  
sergeant, stationed at No. 7 Police Station, as-  
saulted a hawker, whom he arrested, on the  
way to the Station. When the hawker arrived  
in the station his condition was so bad that it  
was feared his spleen had been ruptured, and  
for safety's sake, the hawker had to be  
removed to hospital. After his admission to  
the institution it was discovered that there had  
been a rupture—not of the spleen—and there  
was an operation. The man grew worse after  
the operation, and it was thought that he would  
die. In the meantime the Indian sergeant  
had been charged, and the case remanded.  
Gradually the hawker got better, and his release  
from hospital was soon expected, when news  
was received this morning that his alleged  
assailant—the Indian sergeant—who was also  
taken to hospital a few days ago, had expired this  
morning from pneumonia and consumption.JUST as we go to press information reaches us  
that a Chinaman—a member of the crew of the  
C. P. R. Company's steamer *Empress of China*—  
has committed suicide on board the vessel  
this afternoon.MANY will regret to learn, says the *Shanghai  
Meisun*, that Mr. H. E. R. Hunter, the popular  
manager of the Hongkong and Shanghai Bank-  
ing Corporation, leaves next Saturday for  
Hongkong. Mr. J. R. M. Smith, the chief  
manager of the Bank at Hongkong, is going  
home on leave and Mr. Hunter takes his place  
there. Mr. W. Adams Oram, a well-known  
former resident of Shanghai, will take tem-  
porary charge of the Bank here. We heartily  
congratulate Mr. Hunter on his deserved  
promotion.REMANDED from yesterday, the case in which  
a street coolie was charged with stealing a life-  
buoy and some rope from the Army Depart-  
ment, on Tuesday morning, came on again for  
hearing before Mr. F. A. Hazeland this morn-  
ing. The coolie denied the charge, saying that  
he was walking along the road, when the  
Indian watchman walked up to him, put the  
life-buoy round his neck, and went away!  
Evidence was heard, and his Worship imposed  
the usual sentence of three weeks' hard labour  
and six hours' stocks on the accused.SOME time ago an official recommended that  
Prof. Jenks should be engaged as an adviser  
on Chinese financial affairs in order to improve  
the banking business and the circulation of  
paper money, etc. The proposal was referred  
to the Council of Finance, the Board of  
Revenue, and the Waiwup to memorialise  
after full consideration. The Prince and  
ministers concerned discussed the matter, but  
as a President of a Board opposed the proposal  
there were almost no other authorities to sup-  
port the proposal and is reported that they  
will jointly memorialise after a few days.  
—*Sinwaphoo*.

## DAMAGE BY COLLISION.

## ACTION IN COURT.

## "BOTH TO BLAME."

In Admiralty Jurisdiction this morning, his  
Honour Sir Francis Pigott, Chief Justice, pre-  
siding, and with him Hon. Captain L. A. W.  
Barnes-Lawrence, R.N., Marine Magistrate, sit-  
ting as Assessor, judgment was delivered in  
the case of Chan Tai, the owner of the junk  
*Lin Shing Lee*, and the owner of *Hankow*,  
versus the s.s. *Hankow*, as follows:—His Honour said that there were two ques-  
tions for him to consider upon the evidence;  
first, whether the junk was to blame for not  
carrying the necessary regulation lights; and  
secondly, whether the *Hankow* was to  
blame for the collision. No consideration  
could be given to the statement made for  
the plaintiff that junks invariably evaded the  
regulations, and sailed at night without lights.  
But at any rate, on the evidence, he came to  
the conclusion that the junk did not carry any  
lights. As to the question of the default of the  
*Hankow*, that question must be looked at from  
two points; first, he must look at it from the  
standpoint of a lawyer; and, secondly, from that  
of a judge. But as he could not accept broadly  
the sailor's evidence, to arrive at a proper con-  
clusion he was assisted in the trial of the matter  
at issue by a naval nautical assessor.Taking the second officer's evidence, he  
states that he saw a dark mass, and took bear-  
ing and found it was on his starboard bow,  
about a mile away and he proceeded on his  
course for two minutes, during which time he  
must have known that he was going into dan-  
gerous proximity to that dark mass, which he  
knew all the time was a junk. At the taking of  
his second bearing, at the end of those two min-  
utes, he found the junk was coming right at him,  
and, if the bearing was correct, then the junk was  
indeed coming right at him. The *Hankow* was  
wrong in not taking previous action. At 9.14  
p.m. he was going E.N.E., 9.16 he sighted the  
junk; 9.18 he still stood on, the junk still going  
ahead, 9.19 he ported his helm, and thus the  
junk was on his port side, and he estimated  
her distance as being 200 or 300 yards away.  
But on the figures of the times and the rate of  
travelling, the Assessor calculated that the junk  
was about 400 yards away. The second officer  
said he had heard shouting, but His Honour  
believed this to be doubtful, in the condition  
of the wind then prevailing. The engineer had  
said the engines were reversed at 9.19 p.m.,  
and were stopped at the time of the collision.  
His Honour went into the evidence further, and  
then said the conclusions he arrived at were (1)  
the junk did not carry any regulation lights, and  
(2) the evidence of the second mate was too  
fine on some points for acceptance. He could  
not accept the theory that the junk turned into  
the *Hankow* at an angle of six or eight degrees.  
If the junk had been carrying lights they must  
have been seen on board the *Hankow*. The  
Assessor was agreed that the *Hankow* contrib-  
uted to the accident by altering her course  
when she did, and that the *Hankow* ought to  
have kept out of the junk's way. Neither  
vessels took sufficient precautions to avoid a  
collision, and therefore both vessels were to  
blame. There was one point in the Captain's  
evidence to be considered. When the Captain  
had been made to him regarding the sighting of  
the junk, he had just gone into his cabin and he  
did not hear the report, he only heard the  
telegraph ring to stop the engines, and then he  
went on deck. We consider both vessels  
equally to blame, and there must be judgment  
accordingly.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
First Assistant of the Hongkong Observatory:—  
On the 22nd at 5 p. The typhoon has moved  
NE. along the coast since yesterday, the centre  
now being on land near Amoy.  
On the 23rd at 11.50 a. The barometer has  
risen generally, except at Meisao Sima.  
The typhoon is nearly filed up. It appears  
to exist as a slight depression to the NE. of  
Formosa. High pressure lies over N. China  
and the Sea of Japan.  
The wind will probably freshen from NE. in  
the Formosa Channel, and the N. part of the  
China Sea.  
Forecast:—NE. winds, freshening; fair.

## GREEN ISLAND CEMENT.

## SUCCESSFUL BID.

Bids were opened yesterday morning, says  
the *Manila Times* of 16th inst., at the Bureau  
of Supply for the furnishing of 20,000 barrels  
of cement. Only three bids were received and  
the well-known Green Island brand of cement  
was tendered by its local agents, Messrs. Wm.  
H. Anderson and Company, at a figure con-  
siderably lower than either of the other two  
bidders.The bids opened were from Messrs. Peabody  
and Company who offered the Atlas brand at  
P.56 per barrel; Messrs. Findlay and Com-  
pany offered the Alsen brand at P.47 per  
barrel, and Messrs. W. H. Anderson and Com-  
pany the Green Island brand at P.42.99.The contract for furnishing the supply will  
probably be awarded to Messrs. Anderson and  
Company.

## A WILD YOUTH.

## APPROPRIATING HIS FATHER'S GOODS.

Abdul Karim Dalbasha, an Indian lad, about  
nineteen years of age, who has just left Queen's  
College, residing with his father, who keeps a  
grocer's shop at No. 51, Hollywood Road, was  
arrested last night in a house of ill-fame at  
Shek-tong-tai, on a warrant taken out by his  
father charging him with stealing one gold  
diamond ring valued at \$150, one gold finger  
ring valued at \$15, a pair of gold diamond ear-  
rings worth \$50, five gold buttons valued at \$10,  
and another pair of gold ear-rings worth \$25,  
to a value \$320. The lad, who is said to have  
been spoilt, is alleged to have been doing this  
for some time past. In former cases the  
servants have been flogged for roguishness, but  
on one or two occasions suspicion fell on him.  
Yesterday morning, Dalbasha returned home,  
and, finding no one there, he asked the servant  
girl to bring him his mother's jewel-box. The  
girl obeyed the order, and the lad removed the  
jewels mentioned above and left for the place  
at Shek-tong-tai. When the police went to  
Shek-tong-tai, where they arrested him, the  
jewels were found in his pockets. He was  
removed to the Central Police Station where  
he was charged by Inspector Smith. He came  
up before Mr. F. A. Hazeland this morning  
and pleaded guilty to the charge.Mr. P. W. Goldring said he appeared for the  
defendant's father and wanted the case with-  
drawn.His Worship—What does the police say?  
Inspector Smith—If the father wishes to  
withdraw the case, we have no objection, your  
Worship.His Worship—Will the father undertake to  
give him a thrashing at home?

Mr. Goldring—I think so, your Worship.

The defendant was then bound over in the  
sum of \$100 to come up for judgment when  
called upon.

## SAMPLING SAMPLES.

## LIU YAN GOOD WINE.

Lui Yan's refined taste for good things land-  
ed him in gaol this morning. Long experience  
of foreign wines gave him a dislike for *samsu*,  
with the result that his employers usually found  
a few bottles of something gone, when they  
were required. Lui was godown clerk to  
Messrs. H. Price and Company. Yesterday  
morning, before the manager left for the Crimi-  
nal Sessions, where he was called on the jury, a  
box containing samples of liquor was opened  
and put aside. When Mr. Robertson returned  
and called for the case of samples, he discovered  
that seven bottles had disappeared. This con-  
stant pilfering that had been going on was to  
be stopped, and Sergeant Eamer was called to  
investigate matters. It was then discovered  
that the godown man had given instructions  
that seven bottles of the liquor just opened  
were to be taken to his house. This was done  
and when the sergeant went to the godown  
clerk's house at No. 17 Aberdeen Street, only  
three bottles were found in his box. He was  
then charged. This morning, before Mr. F. A.  
Hazeland, defendant said he stole three bottles  
only, not seven. He was not the only one that  
took home bottles of wine; the others did the  
same. His Worship sentenced the defendant  
to fourteen days' hard labour.

## THE N.D.L. "ROON."

## DETAILS OF THE STRANDING.

The correspondent of the *N. C. Daily News*  
writing on the subject of the stranding of the  
*Roon* telegraphed on the 18th inst.—Details  
of the mishap to the *Roon* are that at 11 p.m.  
on Wednesday in a dense fog the vessel struck  
forward. Orders were at once given to reverse  
engines and go astern, but were unsuccessful.  
There were 102 passengers, who, panic-stricken,  
rushed on deck. Heavy seas and rains added  
to the confusion and difficulties as there were  
no means of calling assistance.The ex-Russian str. *Risha Maru* passed on  
Thursday at 4 p.m. and made two attempts to  
help the steamer off, but in vain.The passengers were brought on to Moji  
lightly dressed. They included the British  
Major Boyle and his wife. No lives were lost  
except that of one seaman who was killed in  
assisting to launch a boat. No property has  
been lost, the passengers' luggage being re-  
moved to the salvage vessel.The damage is not likely to be serious and  
the chances of re-floating the vessel are hope-  
ful.THE honour of being the oldest postmaster in  
England is claimed by Mr. William Scott,  
Carlton-in-Lindrick, Notts, who is eighty-three  
years of age. He was appointed in 1859, and  
at that time was also the village schoolmaster.  
For twenty-seven years he held both positions,  
but resigned that of schoolmaster twenty years  
ago. Though eighty-three, he can still read  
without the aid of spectacles, and enjoys the  
best of health."HONGKONG TELEGRAPH"  
SERVICE.

## EMPEROR INTERVENES.

IMPOSSIBLE CUSTOMS CON-  
DITIONS.

[From Our Own Correspondent.]

Shanghai, 23rd May,  
12.35 p.m.The British protest regarding the  
appointment of Commissioners to  
the Customs has been presented.  
All the Ministers are at one with  
the British representative.The Emperor has issued a rescript  
to the effect that the appointment of  
the Commissioners will not take  
effect immediately.

[Straits Times.]

London, 14th May.

The *Times* correspondent in Peking says  
that it is no secret that the appointment  
of Chinese Controllers in the Imperial Maritime  
Customs Service aims at securing the Customs  
revenue for outlay on military reforms.  
Advices from Washington State that Mr.  
Rockhill, the United States Minister in Peking,  
has informed the Foreign Secretary's depart-  
ment there of the opinion of diplomatists in  
Peking regarding the Imperial customs ap-  
pointments decree.These diplomatists hold that the issue of the  
decree means the complete overturning of the  
Chinese fiscal system.

## Jubilee Stakes.

London, 14th May.

The race for the Jubilee Stakes at Kempton  
Park, on Saturday last, resulted as follows:—  
Donnetta 6 yrs. 8.5 1  
St. Wulfram 4 yrs. 8.0 2  
Ambition 5 yrs. 8.4 3

## Germany Demands Indemnity.

15th May.

During the Tabah dispute, Germany pre-  
sented a vigorous note to the Porte, demanding  
an indemnity of £700 for the seizure of the  
German benzine ship, *Olyssius*, by the Turkish  
customs officers, and also the punishment of  
the officials responsible for the illegal action.

## Officials to be Punished.

The Porte replied, promising that the officials  
should be punished and a reduced indemnity  
should be paid.Duchess of Connaught's Mother  
Dead.The death is announced of Princess Fried-  
rich Karl, mother of the Duchess of Connaught.

## Royalty at Thanksgiving Service.

H. M. the King, and T. R. H. the Prince and  
the Princess of Wales, together with the Royal  
children and other Royal personages, attended  
Divine Service at Westminster Abbey in token  
of Thanksgiving for the safe return of the  
Prince and the Princess from their tour in  
India.

## Blue Jackets Attend the Abbey.

Detachments of blue jackets from the crews  
H. M. S. *Renown* and *Terrible*, under the  
command of Captain the Hon. H. Tyrwhitt,  
were present in the Abbey, and the Dean of  
Westminster preached the sermon.

## "Tribune's" Hope, Our Hope.

The *Tribune* hopes Sir Nicholas O'Connor  
has not permitted the Turkish Government to  
separate their two claims, as such a partial  
concession could not be considered satisfactory  
in Cairo.The simplest course, the *Tribune* maintains,  
would be for the British to delimit the frontier  
and require the Sultan to respect that delimita-  
tion.

## "Standard's" Opinion.

The *Standard* and other papers urge the  
necessity of insisting on an absolute com-  
pliance by the Sultan with the terms of the  
ultimatum.

## Yes, the Sooner the Better!

The *Daily Chronicle* is of opinion that  
Mukhtar Pacha's position is bound to be  
affected, if the suspicion be confirmed that  
he is responsible for the Turkish claims, and  
that the sooner he leaves Egypt the better.THE *Sinwaphoo* state that H. E. Liang Tun-  
yen, Customs Taoai of Tientsin, and Chinese  
Special Commissioner to settle the Nanchang  
murders case, has returned to Tientsin from  
Peking to report to Viceroy Yuan Shih-kai on  
the result of the negotiations with the French  
representatives. It is stated that Liang Taoai  
told Viceroy Yuan Shih-kai that the Govern-  
ment had been compelled to allow the French  
demand owing to *force majeure*.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Preussen*) 24th inst.  
American (*Albatross*) 28th inst.  
French (*Océanien*) 28th inst.  
American (*China*) 3rd prox.  
German (*Prinz Waldemar*) 5th prox.The s.s. *Amiral Jaureguerry* left Singa-  
pore on 21st inst., for this port, and is due here  
on 28th inst.The P. M. S. S. Co's s.s. *China* will sail  
from Yokohama on 23rd inst., and will be due  
at Hongkong on 3rd prox.The Imperial German Mail s.s. *Prinz Eitel  
Friedrich*, which left here on 25th ult., arrived  
at Genoa on 21st inst., at 3 p.m.

## TELEGRAMS.

[Reuter's.]

## The United States Navy.

London, 21st May.  
Rear-Admiral Mason, the chief of American Naval Ordnance, declares that, owing to the parsimony of Congress, the navy has no reserve guns or ammunition, the latter being insufficient to last the whole navy three hours, and that war would mean disaster.

Later.

## Illness of the Pope.

The Pope has taken to his bed.  
It is reported that he is suffering from a complicated heart affection.  
The Audiences have been suspended.

## Russia.

The Tsar has informed the Duma that he is unable to receive the address, except through a Court Minister.  
The members of the Duma are irritated, but have decided not to make the refusal a ground for conflict at present.

## The French Elections.

The first gain of the French Government on the whole elections is 58 seats, of which the Socialist group has gained 45.  
The Nationalists are the heaviest losers.

## The Garter Mission.

The King has invested Prince Arthur of Connaught with the Victorian Chain, in recognition of the mission to Japan.

## The Japanese Training Squadron.

The Japanese Training Squadron has met with a magnificent reception at Sydney.

[N. C. D. News.]

## A Riot at Zion City.

Tokio, 15th May.  
The deposed First Apostle, Alexander Powie, has reappeared in the temple at Zion City. There was a great riot and confusion.

## Marquis Ito at Tokio.

Tokio, 15th May.  
Marquis Saionji, the Premier, summoned Marquis Ito, Resident-General of Korea, to a Cabinet meeting and subsequently the Marquis was received in audience.

## A Probable Appointment.

Tokio, 16th May.  
Marquis Saionji (the Premier) gave a long interview this morning to Viscount Hayashi, whose appointment as Foreign Minister is imminent.

## The American Railway Rates Bill.

Tokio, 16th May.  
President Roosevelt's sensation 1 disclosure that Senators Benjamin (Pitchfork), Tillman and Joseph Bailey have tried to drop (P.) him, has reversed public opinion in regard to the Railroad Rates Bill.

## The Control of the Customs.

Peking, 18th May.  
With regard to the question of the Customs, appointments the Foreign Ministers will hold a conference at the Italian (the doyen's) legation to-morrow.

## ANOTHER NEW SOLICITOR.

ADMITTED TO-DAY.

When his Honour the Chief Justice, Sir Francis Piggott, took his seat in Original Jurisdiction this morning, Hon. Mr. H. E. Pollock, K.C., begged leave to move that Mr. Andrew Gilmour Jackson, solicitor, be approved, admitted, and enrolled to practise in the Courts of this Colony. Introducing him, Mr. Pollock said Mr. Jackson had been educated in Dublin and subsequently, after serving his articles in a firm of solicitors in Dublin, was admitted to practise in the Supreme Court of Ireland on 14th December, 1903, and had since been practising there. He had the more pleasure, remarked Mr. Pollock, in introducing Mr. Jackson, as he was a nephew of Sir Thomas Jackson, whose long and honourable career in the Colony was known to all.

His Honour the Chief Justice said he had much pleasure in approving, admitting and enrolling Mr. Jackson to practise, and in saying to his words were not merely formal, but, on account of his honoured name, he had the greater pleasure in so doing him, and hoped he would have a long and successful career, to his own advantage and that of his firm.

Mr. Jackson thanked His Honour.  
We understand that Mr. Jackson has come out to join the firm of Messrs. Johnson, Stokes and Master.

## A STOWAWAY FROM MANILA.

Herman Müller, fireman, was charged at the Magistracy this morning, before Mr. F. A. Hazeland, at the instance of the chief officer of the *Rubi* with arriving in the Colony from Manila on the 22nd instant, without permission from the agents or master of the ship. The defendant pleaded guilty. Inspector Langley said that defendant went to Manila on a German ship, deserted the vessel at that port, and stowed away on board the *Rubi* with the intention of getting to this Colony.

His Worship—Is there any chance of him getting a ship?

Inspector Langley—I don't think so, your Worship. He has no money, and will not be received in the Home.

His Worship—Twenty-five dollars, or six weeks' hard labour.

LEITH is using its old tram-cars as an extension of its Isolation Hospital. Several panes of glass are removed, and each vehicle accommodates two consumptive patients undergoing open-air treatment.

## FROM THE SEA'S MAW.

SALVAGE STEAMER FOR HONGKONG.

Under the above heading the *Singapore Free Press* of the 16th inst. writes:—

Up to last evening there might have been seen, lying in the Roads, a grey coated vessel of some 500 tons burthen, presenting even to the inexperienced eye, some peculiar features. Her bow is high, and from the bridge, placed well forward, right to stern was a dead level, save for the awning and a couple of moveable ventilating cowls.

The *Protector* of Copenhagen belongs to the Em. Z. Zwieter Co. and is a salvage steamer. Her roomy funnel is only one evidence of great engine power and capacity for work. "From the cruel hungry sea, Good Lord deliver us," The Danish salvage company, which owns her is no new one. Their ships are stationed wherever in the world there are wrecks—and the chance of saving them. Captain Silferberg, of the Danish Navy, who is in command of her, has seen salvage service on the west coast of Denmark, that hungry rocky shore, round the coast of Spain, and for three years in the Mediterranean. He was at work on H. M. S. *Assistance* off Toulon; he saved the steamer *Keldinshult*; and he has the generally alert air of the man who must, by his wits and the appliance to hand, accomplish the impossible.

And as to appliances, there is no lack of them on the "Deliverer," as she might fitly be termed. Her horse power is 1,200, her engines triple-expansion, and her build as substantial as need be for a vessel with a 25-ton derrick forward and runs astern with a lifting power of 150 tons. She steams comfortably 13 knots, and is equipped with everything needed to stand by and work at a wreck in the roughest weather for weeks at a time. Coming across the Bay of Biscay on her maiden trip, the seaworthiness of the vessel was severely tested.

A strong tow and a long tow is her chief capability. The towing hook—a massive piece of forged ringed round the mast and amply stayed—is nearly amidship. This means that when in action all the after part of the ship has to be cleared, awnings down, ventilators unshipped, boat davits housed in board, engine room lights and companion way fenced, so that the towing hawser can swing round a full half circle, and the derrick or wreck towed from dead beam on the port or on the starboard. The steel hawser is 6 inches, and the 48 fathoms of this enormously strong tow are stowed so as to be readily available. The alleyways run clear through the ship from aft to the massive winches forward, so that the vessel can heave on her cables forward, take in the hawsers aft, and at the same time go full speed ahead with the engines. The wide sweep of the tow aft is particularly useful for wrecks on a sandy beach, the propellers clearing away the sand, with a swing on the ship, and the hawsers being gradually shortened.

In the matter of pumps the *Protector* is little short of marvellous. She has an 18-inch centrifugal stationary pump with two batteries of twelve six-inch suction pipes. In her hold she carries three 12-in. portable pumps, and two eight-inch, with portable boilers to put on the wreck. The pumping power reaches the enormous aggregate of 6,500 tons per hour, of the expensive suction hose—rubber with flexible copper coating—there is an ample supply.

For diving purposes there is a compressed air engine of three diver capacity, with dresses, lines, &c., complete. Another compressed air engine puts into the hands of the diver either a rock drill, or one capable of drilling a one-inch plate in a phenomenally short time. One dynamo provides electricity for search-lights, &c., another runs the ship's ordinary service. A motor boat is also among the equipment of the vessel. On the whole it is difficult to conceive of a more completely equipped ship, meant for work, although the comfort of the officers and crew is not overlooked. Probably £50,000 does not more than cover her cost.

The *Protector* left for Hongkong last night. She will be stationed there, awaiting the chance of a salvage job. She is entirely independent, and only waits for a wreck to show her capabilities—and earn for her owners a magnificent return for their enterprise, for if salvage jobs are difficult and hazardous, they must be made proportionately remunerative.

## THE FUTURE OF SINGAPORE.

The *Singapore Free Press* of 15th inst. contains the following:—

If it be true, as many people assert, that the days of Singapore as a commercial distributing and trading centre are numbered; that the tendency of our trade, hindered by such nefarious combinations as the Shipping Conference and hampered by foreign ship subsidies, is to seek the ports upon which Singapore has hitherto depended so much for her trade and transshipments, it is all the more necessary to consider the port as a resort for shipping in case of distress and for coaling purposes.

We have reason to believe that the resources of the Port will in due time be increased by a powerful tug, capable of carrying on salvage operations on the most extensive scale, fitted with the most powerful steam fire engines, and able to materially assist vessels in getting alongside the wharves and into dock. There are no doubt other facilities in the way of speedy berthing and docking of larger ships than we at present are able to deal with will have to be provided, and that not in the distant future. It is to be insisted on, now and always, that we must be in a position to compete favourably with our trade rivals in repairing and docking. There is Sabang Bay, with a magnificent electric installation for discharging and loading coal. It is unfortunate that in the present stage of ship construction, very few vessels except colliers can make use of these modern appliances, which are indeed rather a hindrance to vessels that have not special bunkering facilities inasmuch as the overhanging arms necessitate the most careful management of vessels in coming alongside, and even then such modern

vessels as the Netherlands Steamship Company's fine mail vessels have to be coaled in the time-honoured way by Chinese coolies. Still, there is the installation awaiting the ships. Then we are informed that at Batavia a new ship is being built at a cost of 450,000 gilders, to take vessels up to 2,000 tons. This, in addition to the dry dock at Tanjung Priok, may at any time become a dangerous rival to Singapore in ship-repairing and docking. At Manila is to be established the enormous dry dock *Dewey*, which has now probably passed through the Suez Canal, and to which the following reference is made in the *Egyptian Gazette*—

Port Said, April 19.—The American floating drydock *Dewey* arrived here last night on her way to the Philippines, and anchored in the Roads. The drydock is towed by the cruisers *Cesar*, *Brutus* and *Glacier* and conveyed by the *Tacoma* which was recently at Alexandria. The latter left the *Dewey* 250 miles from Port Said and arrived here on Tuesday, being in constant communication with the drydock by means of wireless telegraphy. It is stated that the dues to be paid for the passage of the drydock through the canal will amount to £20,000.

Later.—The drydock *Dewey* entered the canal this morning in tow of tugs.

There need be no great despondency as regards the future of Singapore to compete with these establishments singly, but the combination would rather put us on our mettle. The lavish way in which the Dutch, French and United States Governments spend money on docking and harbour enterprises shows a firm belief in the possibilities of the Western Pacific as a field for dock and shipping enterprise. It is, of course, open to discussion whether such very lavish expenditure may not defeat its main object. The initial cost, the cost of upkeep, the charges for interest and sinking fund may make such demands upon the revenue as to necessitate heavy charges for the use of the facilities, for no Government in modern times can face a continual heavy expenditure with no prospect of a reasonable return, immediate or in the near future. Still the development of facilities in Ports within a sea distance of Singapore is of the utmost interest to us, and should serve to keep us on the *qui vive*.

## THE BURDEN OF JAPANESE TAXATION.

SOME IMPORTANT FIGURES.

The Japanese Government is now engaged, we are informed by the vernacular journals, upon the production of national wealth, as the increased taxation in consequence of the war is arousing public attention. In compliance with its pledge to the Diet during the last session, the Government has appointed a Committee, with the Vice-Minister for Finance at its head, and including officials in the Finance Department, for the purpose of investigating the existing taxation. Mr. Wakatsuki, Vice-Minister for Finance, is now travelling in Korea and Manchuria, and the Committee has not yet commenced its labours.

A vernacular contemporary points out that the purpose of the committee is to re-adjust taxation in such a way that the existing national revenue shall not be affected. The question whether or no the nation is already overburdened—which should be solved before any other matters are discussed—is not to be considered at all, and there can be little doubt that the result of the work of the committee will be disappointing to all concerned. If the existing burden of taxes is excessive, amendments made to taxes will be of little avail to relieve the distress resulting from over-taxation. While admitting the immense growth of national wealth and the incomes of the people after the Japan-China war, the vernacular journal maintains that the increase of national and local taxation was still greater, largely adding to the hardships of the people, and the same result may follow the Japan-Russia war. To what extent the nation can bear taxation it is extremely difficult to estimate, but when the burden is compared with the national wealth an approximate idea can be formed. According to investigations made by certain authorities, the national wealth of Japan amounts to ¥135,000,000,000 in round figures, and the national and local taxes amount to ¥299,000,000, equal to 2.21 per cent. of the national wealth. Taking the profit accruing from the property of the people at 5 per cent., it will be seen the taxes now paid amount to 41.2 per cent. of the income. This can certainly not be described as a light burden. The percentage will be even heavier when household furniture, which yields no profit, is deducted from the amount of national wealth. The amount of taxes mentioned represents the figures for the fiscal year 1904-5 in the case of national taxes, and for the fiscal year 1903-4 in the case of local taxes. During the last fiscal year the national taxation was increased on two occasions, and the burden has thus been increased by ¥100,000,000 or one-third. The national wealth may also have increased, but not to the extent of one-third.

Reviewing the increase of taxation, our contemporary remarks that the national taxes for the year 1893-4 amounted to ¥700,000,000, which had increased to ¥310,000,000 last year, an increase of 43 per cent. In the case of local taxes, the increase was from ¥37,000,000 to ¥101,000,000, equal to 280 per cent. On an average the national taxes had increased at the rate of 33 per cent. per annum, and the local taxes 13 per cent. per annum.

Some light may be thrown on the increase of the national income by the savings and capital invested in business, which is the only information available for the purpose. The total savings of the Japanese people stood at ¥37,000,000 in 1893 and increased to ¥85,000,000 in 1904—an increase of 120 per cent., while the amount invested in business increased from ¥377,000,000 to ¥887,000,000 in the same period—an increase of 120 per cent. On an average the increase in both cases was only about 20 per cent. per annum, against 46 per cent. increase of taxation. The national wealth of the Empire has been increasing at a wonderful rate, but the greater part of the profit is absorbed by the National Treasury, and it is not surprising to find that the struggle for existence among the people becomes more acute every year.—*Japan Chronicle*.

## A PROMISSORY NOTE CLAIM.

A SIMPLE LENDER.

In Original Jurisdiction this morning, before his Honour Sir Francis Piggott, Chief Justice, the Lai-Tsun Bank, of No. 145 Queen's Road Central, sued Lai Kai Tong of No. 7 Kennedy Road, gentleman, and Li Ki Tong of No. 2 Pan Kwal Lane, gentleman, for the recovery of the sum of \$15,334.64, due by defendants to the plaintiff Bank on seven promissory notes, and interest.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., and Hon. Dr. Ho Kai, instructed by Mr. G. K. Hall Britton, of Messrs. Britton and Hett, appeared for the first defendant, judgment having already been given against the second defendant.

Mr. Slade said that the plaintiffs in this action were Bankers, carrying on business at No. 145 Queen's Road, Central. The defendant, Li Kai Tong, is a gentleman residing at No. 7 Kennedy Road, and the defendant Li Ki Tong is the first defendant's brother, and is a gentleman residing at No. 2 Pan Kwal Lane. On the 28th December, 1903, the plaintiffs lent to the defendants \$5,000 at interest to be paid at the rate of \$1.10 per cent. per Chinese month, the principal sum to be paid on demand at any time after the expiration of four months, from the date of the promissory note, and they received from the defendants 3 joint promissory notes, for \$2,000, \$1,000, and \$1,000 respectively, dated 28th December 1903. Up to date of the writ the interest accrued amounted to \$1,267.33. On the 30th July plaintiffs lent the defendants a further sum of \$4,000, at the same rate of interest as in the above case, the principal to be repaid in one month from date of two promissory notes given jointly by defendants, for \$2,000 and \$2,000 respectively. The interest accrued due thereon to date of writ amounted to \$689.31. On the 15th August, 1904, plaintiffs lent the defendants another sum of \$4,000, on the same terms as the above, and received two joint promissory notes from the defendants for \$2,000, and \$2,000 respectively, payable on demand. Interest had accrued on those notes to date of writ to the amount of \$604.9. In the alternative the plaintiffs claim that they lent the sums mentioned to Li Kai Tong, and Li Kai Tong stood as security for the due performance by the said Li Kai Tong the terms of the said loans. On the 10th May, 1905, Li Kai Tong paid \$22 to plaintiffs as interest on the first loan. The plaintiffs have made repeated demands upon the defendants since then for repayment of the said loans, and the interest due thereon, but have not received payment thereof or any part thereof save and except the sum of \$220 mentioned above. They therefore prayed for judgment for \$15,334.64 with interest thereon, and the costs of this action.

The plaintiff was called and gave evidence as above.

The case is proceeding.

## NEW-PHILIPPINE STAMPS.

EXQUISITELY BEAUTIFUL SET.

Beginning on the first of April the big presses in the Bureau of Engraving and Printing in Washington, D. C., kept warm running off what will be a novelty for the Filipinos in a short while. The cable message from Manila saying "go ahead" was received; the designs for the new Philippines issue of postage stamps were formally approved by the authorities of the Philippine Government and stamps to the number of 21 millions will soon be in Manila and for sale at all the post offices.

The omission of the word postage was the occasion of no end of troublesome conferences, cables, and correspondence, and was finally referred to Manila after Commissioner Forbes's visit to Washington. Of course the officials here in Manila waived the demand for the inclusion of the word "postage" on the new stamps or they could not have been executed now. An order to add the word "postage" would have meant making a new sketch, new dies and new plates, and occasioned a further delay of at least six months. The Manila authorities agree that the word "postage" be on the design but were not disposed to incur the additional cost and delay in having new designs and plates made.

As was previously mentioned in these columns, through a misunderstanding of the use of the terms plates and dies, the Bureau of Engraving and Printing at Washington not only made dies for the new issue but plates as well, the order having read "plates," and the engravers, in interpreting the order, went ahead and made both dies and finished plates ready to print the stamps. This unintentional error has given the Islands the issue much earlier and has resulted in neither injury nor loss, and as the stamps will be actually used by telegraph and postage the omission of the word postage is a mere technicality.

The new stamps are exquisitely beautiful and the colors are very fine. As a whole the series is more artistic and attractive than the current U.S. stamps. The designs from the 2 centavos to 30 centavos are uniform except for the different portraits and colors. To the upper left hand corner are the words "Philippine Islands" and in the upper right hand corner the words "United States of America." At the bottom the denomination in a figure and word. A large shield occupies the centre of the stamp within which is the portrait. Above the portrait and shield and between the lettering at the top is an eagle with out-stretched wings.

The high values of five and ten pesos have most wisely and commendably been abandoned. This will make the set very favourably considered among philatelists, as all can afford to add the set to their collections. The designs for the one and two peso varieties are similar to the lower values except that instead of a portrait within the shield the Philippine coat of arms is used.

The stamps will be as follows: 2 centavo, green, portrait of Rizal; 4 centavo, red, portrait of McKinley; 6 centavo, violet, portrait of Magellan; 8 centavo, brown, portrait of Legaspi; 10

centavo, blue, portrait of Lawton; 12 centavo, crimson, portrait of Lincoln; 16 centavo, dark lavender, portrait of Sampson; 20 centavo, brown, portrait of Washington; 26 centavo, black, portrait of Carriedo; 30 centavo, olive, portrait of Franklin; 1 peso, reddish brown coat of arms; 2 pesos, black, coat of arms.

The quantities now being printed and on the way aggregate roughly at millions, divided about as follows:

2 centavos, 12,000,000; 4 centavos, 5,000,000; 6 centavos, 8,000,000; 8 centavos, 35,000; 10 centavos, 2,000,000; 12 centavos, 20,000; 16 centavos, 500,000; 20 centavos, 800,000; 26 centavos, 14,000; 30 centavos, 400,000; 1 peso, 300,000; 2 pesos, 100,000.

The special delivery stamps will be delayed until the engravers of the Bureau of Engraving and Printing can put some clothes on the messenger on the bicycle. The size will be the same as the United States special delivery and the outline design is similar. The color will be blue. The original design of this stamp was rejected on account of the scant uniform worn by the Filipino pictured on the stamp as the embodiment of quick dispatch and swiftness in the transmission of important correspondence.

These stamps will arrive in Manila at an early date and will eventually dispossess the present United States with "Philippines" over-printed. It is a pleasure to know that the new set will be excellent works of art and be a series of which the Islands may well feel proud and the Bureau of Posts is to be congratulated that the delay has resulted in a set so educating, historical and satisfying to the lovers of true art.—*Manila Times*.

## COMMERCIAL.

10-DAYS' EXCHANGE.

Selling.

London—Bank T.T. 2 1/2  
Do. demand 2 1/2  
Do. 4 months' sight 2 1/2  
France—Bank T.T. 2 1/2  
America—Bank T.T. 2 1/2  
Germany—Bank T.T. 2 1/2  
Do. T.T. 2 1/2  
Hankow—Bank T.T. 2 1/2  
Singapore T.T. 10 1/2  
Japan—Bank T.T. 10 1/2  
Do. T.T. 10 1/2

Buying.

4 months' sight L/C 1 1/2  
6 months' sight L/C 2 1/2  
30 days' sight San Francisco & New York 5 1/2  
4 months' sight do. 5 1/2  
30 days' sight Sydney and Melbourne 2 1/2  
4 months' sight France 2 1/2  
6 months' sight do. 2 1/2  
4 months' sight Germany 2 1/2  
4 months' sight do. 2 1/2  
Bank of England rate 4 1/2  
Sovereign 9 40

THE school girls of Hiram, Ohio, are humourists. A young man asked for their sympathy and subscriptions for the fire brigade, whose home was wearing out. The next morning he found a clothes-line stretched across the street from his window bearing some thirty pairs of stockings, and this inscription: "The ladies of Bowler and Miller Halls take pleasure in contributing thirty feet of hose to the support of the Hiram fire department."

## To-day's Advertisements.

PUBLIC AUCTION.

THE undersigned have received instructions from the MITSUBI BUSSAN KAISHA, to sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 26th May, 1906, at 12 Noon, at Kowloon Marine Lots Nos. 48-50, Yau-ma-tei, 850 Tons KARATZU UNSCREENED COAL Ex S.S. "KOTOHIRA MARU," (more or less damaged by Sea Water).

TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 23rd May, 1906. [588]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 11th day of June, 1906, at 3 P.M., at their Sales Rooms, No. 8, Des Voeux Road Central, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong viz:—

All those PIECES or PARCELS OF GROUND situate at Victoria aforesaid registered in the Land Office respectively as the REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and the REMAINING PORTION OF INLAND LOT No. 505, together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road. Area 3,691 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 23rd May, 1906. [589]

THE DAIRY FARM COMPANY, LIMITED.

THE Price of Best Quality AUSTRALIAN BUTTER IS REDUCED to 65 Cents per lb. from to-day.  
Hongkong, 23rd May, 1906. [590]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Crews of the following vessels staying in Hongkong Harbour:—  
TWICKENHAM, British steamer, J. E. PARKER—Dodwell & Co., Ltd.  
HONGKONG, 12th May, 1906. [41]

## Intimations.

THE

ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Hanke,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906

[38]

WE IMPORT ONLY ONE

BRAND.

GENUINE

ITALIAN

VERMOUTH

MARTINI &amp; ROSSI,

SUCCESSORI MARTINI

SOLA E CIA.,

TURIN, ITALY.

BEWARE OF IMITATIONS AND SEE

THAT YOU GET THE GENUINE

ARTICLE.

Per Case 12 Bottles,

Price - - \$11.00

AGENTS—

H. PRICE &amp; CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 12th May, 1906.

[41]

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

| FROM                  | STEAMERS     | DUE       |
|-----------------------|--------------|-----------|
| GLASGOW and LIVERPOOL | "AJAX"       | 31st May. |
| GLASGOW and LIVERPOOL | "MEMNON"     | 7th June. |
| GLASGOW and LIVERPOOL | "STENTOR"    | 14th "    |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | 14th "    |
| GLASGOW and LIVERPOOL | "PATROCLOS"  | 14th "    |
| GLASGOW and LIVERPOOL | "PING SUEY"  | 21st "    |
| GLASGOW and LIVERPOOL | "ANTENOR"    | 28th "    |

## HOMeward.

| FOR                         | STEAMERS     | TO SAIL   |
|-----------------------------|--------------|-----------|
| AMSTERDAM, LONDON & ANTWERP | "JASON"      | 5th June. |
| AMSTERDAM, LONDON & ANTWERP | "DEUCALION"  | 19th "    |
| AMSTERDAM, LONDON & ANTWERP | "HYSON"      | 20th "    |
| AMSTERDAM, LONDON & ANTWERP | "AJAX"       | 3rd July. |
| AMSTERDAM, LONDON & ANTWERP | "PROMETHEUS" | 17th "    |
| AMSTERDAM, LONDON & ANTWERP | "PATROCLOS"  | 20th "    |
| AMSTERDAM, LONDON & ANTWERP | "PING SUEY"  | 31st "    |

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

| FOR   | STEAMERS  | TO SAIL    |
|---|-----------|------------|
| VICTORIA, SEATTLE, TACOMA, and<br>all PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE and YOKOHAMA | "STENTOR" | 10th June. |

## WESTWARD.

| FROM  | STEAMERS | DUE        |
|---|----------|------------|
| TACOMA, SEATTLE, VICTORIA, and<br>PACIFIC COAST | "KEEMUN" | 16th June. |

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd May, 1906.

## CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS    | TO SAIL   |
|--|-------------|-----------|
| NINGPO and SHANGHAI  | "KIUKIANG"  | 24th May. |
| TSINGTAO, WEL-HAI-WEI, CHEFOO<br>and TIENTSIN  | "KWEICHOW"  | 25th "    |
| SHANGHAI   | "SHAOHJING" | 25th "    |
| CEBU and ILOILO  | "KAIFONG"   | 25th "    |
| NINGPO and SHANGHAI  | "YOHOW"     | 28th "    |
| MANILA   | "TAMING"    | 29th "    |
| MANILA, ZAMBOANGA, PORT DAR-<br>WIN, THURSDAY ISLAND, COOK-<br>TOWN, CAIRNS, TOWNSVILLE,<br>BRISBANE, SYDNEY & MELBOURNE | "TBINAN"    | 30th "    |

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd May, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.  | For             | Sailing Dates.                  |
|------------|-------|-----------|-----------------|---------------------------------|
| RUBI       | 2540  | R. Almond | MANILA (DIRECT) | SATURDAY, 26th May,<br>at Noon. |
| ZAFIRO     | 2540  | R. Rödger | "               | SATURDAY, 2nd June,<br>at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th May, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

Steamship "ANGLO SAXON".....Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 22nd May, 1906.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above  
Company are prepared to accept Fire  
Class FOREIGN and CHINESE RISKS.

THE MANAGER,  
SIEMSEN & Co.,  
Hongkong 28th May, 1895.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
that the same are as before.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong 28th May, 1906.

## Shipping—Steamers.

## FOR VLADIVOSTOCK.

THE Steamship  
"ORANGE BRANCH,"  
3,435 Tons,  
will be despatched for VLADIVOSTOCK  
about the 2nd June.

To be followed by  
S.S. "VINE BRANCH," 3,442 Tons.  
For Freight, etc., apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 13th May, 1906. [48]

## "BEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Steamship  
"BENMOHR."  
Captain Webster, will be despatched as above,  
on or about 4th June.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th May, 1906. [55]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sundays  
at 8 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.

FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On and after Sunday, 29th inst., inclu-  
sive, every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single, \$2;  
Return, \$3; 1st Class, Single with Cabin, \$3;  
Return, \$5; 3rd Class, Single, 50 cents; Re-  
turn, 80 cents.

All Meals can be supplied on Board at \$1  
each Meal.

First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

S.M. WANG CO.

Hongkong, 10th May, 1906. [17]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the above  
Ports, on SATURDAY, the 2nd June, at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 30th April, 1906. [51]

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

Tons. Captain

"KWONG CHOW" 1,309 T. R. MEAD

"KWONG TUNG" 1,338 T. R. RAMSEY.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1.

Also

Excursions to MACAO every SATURDAY

at 8 A.M., and every SUNDAY at 8.30 A.M.

returning on SUNDAY at 10 A.M. and 6.30

P.M.

FARES:—1st Class single \$1 with cabin \$3.00.

2nd Class single \$1, return \$5.00.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is newly in front

of the new Western Market, opposite the old

Harbour Office.

SHU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 22nd May, 1906. [18]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

MANILA YUENSANG \* FRIDAY, 25th May, 4 P.M.

S'GAPORE, PENANG &amp; CALCUTTA \* FOOKSANG \* SATURDAY, 26th May, 3 P.M.

S'GAPORE, PENANG &amp; CALCUTTA \* NAMSANG \* TUESDAY, 29th May, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 23rd May, 1906. [6]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain    | To Sail at Daylight on |
|-------------|-------|------------|------------------------|
| "ARAGONIA"  | 5,198 | Einst      | June 11th.             |
| "NICOMEDIA" | 4,370 | Wagemann   | June 21st.             |
| "NUMANTIA"  | 4,370 | Feldtmann  | July 14th.             |
| "ARABIA"    | 4,483 | Metzenhuth |                        |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## Consignees.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &amp;c., ex B. I. S. N. and

B. F. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 28th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after which  
date they cannot be recognized.No claims will be admitted after the goods  
have left the Godowns.R. A. HEWETT,  
Superintendent.

Hongkong, 21st May, 1906. [4]

## Consignees.

FROM HAMBURG, BREMEN, PENANG  
AND SINGAPORE.

## THE H. A. L. Steamship

"ACILIA,"

Captain Schilke, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless notice

to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be

landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored  
at Consignees' risk and expense.

All Claims must be presented within ten

days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd instant, will be  
subject to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be  
examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 17th May, 1906. [57]

## Shipping—Steamer.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

"OCEANIC,"

Captain Courlet, will be despatched as above,  
on or about MONDAY, the 28th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 21st May, 1906. [11]

## Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M. the 23rd instant, will be  
landed at Consignees' risk and expense into  
Godowns.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 21st May, 1906. [6]

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for Countersignat-

ure, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & CO., LIMITED,  
Agents.

Hongkong, 18th May, 1906. [12]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods unde-  
livered after the 24th instant will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 31st  
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be  
examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 17th May, 1906. [56]

## Intimations.

## A WONDERFUL DISCOVERY.

This is the age of scientific experiment, when a

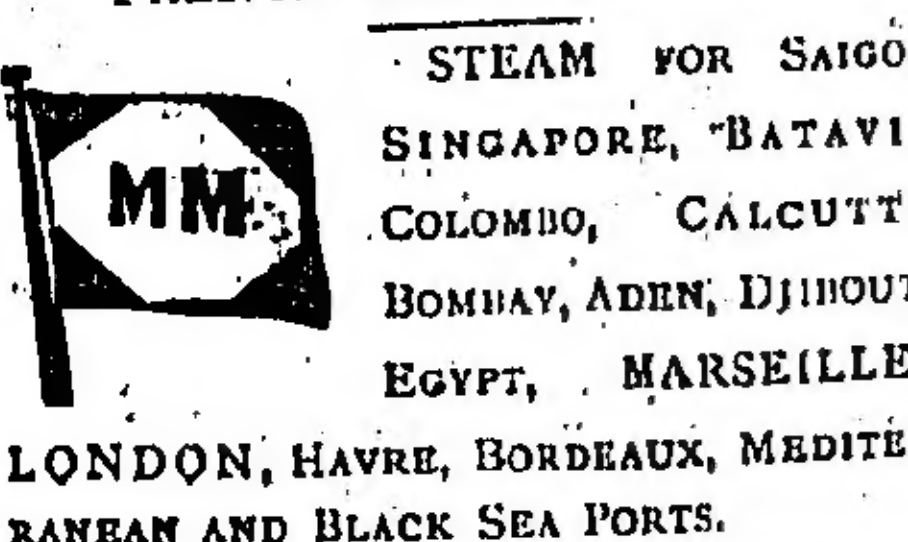
man, by the aid of his intellect and the aid of his

hands, can create a new world, and in the

process of his discovery, he can find a new



MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIE," Captain Gregor, will be despatched for MARSEILLES on TUESDAY, the 29th May, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nira* bound for Marseilles via Bombay and Aden.

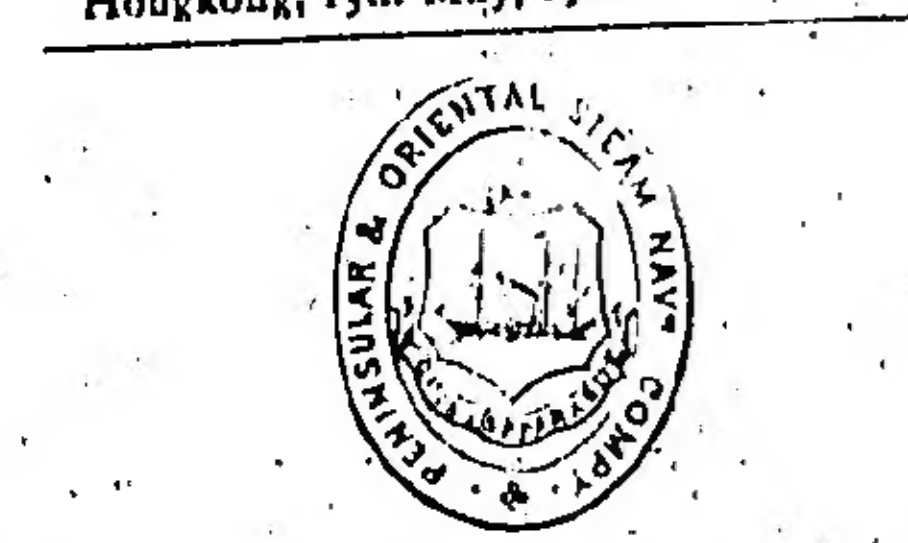
Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* ..... 12th June.  
S.S. *OCCEANIE* ..... 26th June.  
S.S. *TOURANE* ..... 10th July.  
S.S. *TOKIN* ..... 24th July.  
S.S. *ARMAND BEHIC* ..... 7th August.  
G. DE CHAMPEAUX, Agent.

Hongkong, 15th May, 1906. [11]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "OCEANA," Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd June, 1906, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 15th July, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th May, 1906. [12]

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1892. [13]

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

|                                  |                   |
|----------------------------------|-------------------|
| BRANDY                           | Per Case. \$22.50 |
| WHISKY, PALL MALL                | 20.00             |
| JOHN WALKER & SONS' OLD HIGHLAND | 16.75             |
| C. P. & CO.'S SPECIAL BLEND      | 20.00             |
| PORT WINE, INVALIDS              | 12.50             |
| DOURO                            | 10.50             |
| SHERRY, AMOROSO                  | 20.00             |
| LA TORRE                         | 16.00             |
| BENEDICTINE, D.O.M.              | 40.50             |

THE ABOVE EXCLUSIVELY SHIPPED TO SIEMSEN & CO., HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO. ESTABLISHED 1859.

FURNITURE. DEPOT FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

GENERAL HOUSEHOLD REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1906. [40]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.   | NO. OF SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT.  | AT WORKING ACCOUNT. | LAST DIVIDEND.  | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATION.                          |
|---|----------------|----------|----------|---|---------------------|---|--|---|
| <b>BANKS.</b>   |                |          |          |   |                     |   |  |   |
| Hongkong & Shanghai Banking Corporation                                   | 80,000         | \$125    | \$125    | { \$1,000,000<br>\$3,500,000<br>\$12,735<br>\$150,000 }                                     | \$1,699,777         | { \$1 1/2 div. and \$1 bonus @ ex. 2/0 9/16 }<br>\$26.87 for 2nd half-year 1905 | 5 %                                      | { \$840 sellers<br>London \$89.15<br>\$38 } |
| National Bank of China, Limited   | 99,925         | £7       | £5       | { \$1,600,000<br>\$147,895 }  | \$74,099            | \$2 (London 3/6) for 1905   | 5 1/2 %                                  | \$360                                       |
| <b>MARINE INSURANCES.</b>   |                |          |          |   |                     |   |  |   |
| Canton Insurance Office, Limited  | 10,000         | \$250    | \$50     | { \$100,000<br>Tls. 100,000<br>Tls. 50,000 }  | Tls. 302,053        | Interim div. of 7/6 on account 1905   | 5 1/2 %                                  | Tls. 87 1/2                                 |
| North China Insurance Company, Limited                                    | 10,000         | £15      | £3       | { \$2,000,000<br>\$40,000<br>\$331,131<br>\$153,844<br>\$169,279<br>\$161,278<br>\$15,537 } | \$2,792,271         | Interim div. of 1/3 on 1/1/05   | 5 %                                      | \$1800                                      |
| Union Insurance Society of Canton, Limited                                | 10,000         | \$250    | \$100    | { \$1,000,000<br>\$122,488<br>\$2,616 }   | \$508,334           | \$12 and \$3 special dividend for 1904  | 8 1/2 %                                  | \$1275                                      |
| <b>FIRE INSURANCES.</b>   |                |          |          |   |                     |   |  |   |
| China Fire Insurance Company, Limited                                     | 20,000         | \$100    | \$20     | { \$1,000,000<br>\$122,488<br>\$2,616 }   | \$344,058           | \$6 for 1904  | 7 %                                      | \$186                                       |
| Hongkong Fire Insurance Company, Limited                                  | 8,000          | \$250    | \$50     | { \$1,000,000<br>\$122,488<br>\$2,616 }   | \$422,618           | \$25 for 1904   | 8 %                                      | \$305                                       |
| <b>SHIPPING.</b>  |                |          |          |   |                     |   |  |   |
| China and Manila Steamship Company, Limited                               | 20,000         | \$35     | \$25     | { \$6,000<br>\$26,638<br>\$88,941 }   | \$6,563             | \$1 1/2 for 1905  | 6 1/2 %                                  | \$22 sales                                  |
| Douglas Steamship Company, Limited  | 20,000         | \$50     | \$50     | { \$250,000<br>\$500,000<br>\$154,331<br>\$120,000<br>\$241,150<br>\$3,999 }                | \$24,080            | \$3 1/2 for year ended 30.6.1905  | 8 1/2 %                                  | \$40 buyers                                 |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                              | 80,000         | \$15     | \$15     | { \$120,000<br>\$241,150<br>\$3,999 }   | £4,435              | \$1 1/2 @ 1/10 = \$6.29 1/2 for 1904  | 7 %                                      | \$90  |
| Indo-China Steam Navigation Company, Limited                              | 60,000         | £10      | £10      | { \$100,000<br>Tls. 20,000<br>Tls. 20,000 }   | Tls. 23,156         | Final Tls. 3 making Tls. 5 for 1905   | 7 1/2 %                                  | Tls. 62 1/2 buyers                          |
| Shanghai Tug and Lighter Company, Limited                                 | 200,000        | Tls. 50  | Tls. 50  | { \$100,000<br>Tls. 20,000<br>Tls. 20,000 }   | Tls. 23,156         | Final Tls. 14 making Tls. 31 for 1905   | 4 %                                      | Tls. 51 buyers                              |
| Shell Transport and Trading Company, Limited                              | 100,000        | £1       | £1       | { \$100,000<br>Tls. 20,000<br>Tls. 20,000 }   | £107,815            | 1/2 (Coupon No. 6 for 1905)   | 4 1/2 %                                  | \$23  |
| "Star" Ferry Company, Limited   | 10,000         | \$10     | \$5      | { \$10,000<br>Tls. 8,000<br>Tls. 350,479<br>Tls. 48,000<br>Tls. 81,200 }                    | \$929               | \$1.80 for year ending 30.4.1905  | 4 1/2 %                                  | \$53  |
| Taku Tug and Lighter Company, Limited                                     | 10,000         | Tls. 50  | Tls. 50  | { \$10,000<br>Tls. 8,000<br>Tls. 350,479<br>Tls. 48,000<br>Tls. 81,200 }                    | Tls. 13,913         | Final of Tls. 2 making Tls. 4 for 1905  | 9 1/2 %                                  | Tls. 41 buyers                              |
| <b>REFINERIES.</b>  |                |          |          |   |                     |   |  |   |
| China Sugar Refining Company, Limited                                     | 20,000         | \$100    | \$100    | { \$850,000<br>\$450,000<br>\$86,129 }  | \$40,914            | Final of \$15 making \$15 1/2 for 1905  | 15 %                                     | \$165                                       |
| Luzon Sugar Refining Company, Limited                                     | 7,000          | \$100    | \$100    | { \$850,000<br>\$450,000<br>\$86,129 }  | Dr. \$132,588       | \$3 for 1897  | ...                                      | \$25  |
| Perak Sugar Cultivation Company, Limited                                  | 7,000          | Tls. 50  | Tls. 50  | { \$850,000<br>\$450,000<br>\$86,129 }  | Tls. 3,723          | Tls. 24 for year ending 30.9.04   | ...                                      | Tls. 110 sellers                            |
| <b>MINING.</b>  |                |          |          |   |                     |   |  |   |
| Chinese Engineering and Mining Company, Ltd.                              | 100,000        | £1       | £1       | { \$80,000<br>£26,011 }   | £13,355             | 1/2 (No. 6) interim div. for 12 months ending 28.2.06                           | 7 %                                      | Tls. 10.10 buyers                           |
| Central Consolidated Mining Company, Limited                              | 500,000        | G \$10   | G \$10   | { \$80,000<br>£26,011 }   | G \$909,050         | Final of 50 cents making G \$1 for 1905   | 7 %                                      | G \$14                                      |
| Faith Australian Gold Mining Company, Limited                             | 50,000         | £1       | £1       | { \$80,000<br>£26,011 }   | Dr. £8,745          | No. 12 of 1/2 = 48 cents  | ...                                      | \$3 sales                                   |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                      |                |          |          |   |                     |   |  |   |
| Fenwick (Geo.) & Co., Limited   | 18,000         | \$25     | \$25     | { \$70,000<br>\$550,000<br>\$65,160 }   | \$8,915             | \$2 for 1905  | 9 %                                      | \$22  |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                             | 40,000         | \$50     | \$50     | { \$550,000<br>\$65,160<br>\$25,000 }   | \$20,040            | Final of \$3 1/2 making 16 for 1905   | 5 1/2 %                                  | \$104                                       |
| Hongkong and Whampoa Dock Company, Ltd.                                   | 10,000         | \$50     | \$50     | { \$550,000<br>\$65,160<br>\$25,000 }   | \$362,232           | \$6 for second half-year making \$12 for 1905                                   | 7 1/2 %                                  | \$162                                       |
| New Amoy Dock Company, Limited  | 10,000         | \$50     | \$50     | { \$550,000<br>\$65,160<br>\$25,000 }   | \$2,221             | \$1 for 1905  | 6 1/2 %                                  | \$17 buyers                                 |
| Shanghai Dock and Engineering Co., Ltd.                                   | 10,000         | Tls. 100 | Tls. 100 | { \$550,000<br>\$65,160<br>\$25,000 }   | Tls. 34,924         | Interim of Tls. 4 for year 1905/6   | 10 1/2 %                                 | Tls. 116 sales                              |
| Shanghai and Hongkong Wharf Company, Limited                              | 12,000         | Tls. 100 | Tls. 100 | { \$550,000<br>\$65,160<br>\$25,000 }   | Tls. 57,605         | Final of Tls. 8 making Tls. 14 for 1905   | 6 1/2 %                                  | Tls. 225 buyers                             |
| Yangtze Wharf and Godown Company, Limited                                 | 2,500          | Tls. 100 | Tls. 100 | { \$550,000<br>\$65,160<br>\$25,000 }   | Tls. 5,668          | Tls. 18 for 1905  | 8 1/2 %                                  | Tls. 220 buyers                             |
| <b>LANDS, HOTELS &amp; BUILDING.</b>                                      |                |          |          |   |                     |   |  |   |
| Anglo-French Land Investment Co., Ltd.                                    | 25,000         | Tls. 100 | Tls. 100 | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$9,028             | First year  | 8 1/2 %                                  | Tls. 100                                    |
| Astor House Hotel Company, Limited (Shanghai)                             | 6,000          | \$15     | \$15     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$4,719             | \$2 1/2 for year ended 30.6.1905  | 13 1/2 %                                 | \$31 buyers                                 |
| Central Stores, Limited (new issue)                                       | 24,000         | \$15     | \$15     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | none                | \$2 1/2 on \$7 1/2 for 1905   | ...                                      | \$153 buyers                                |
| Do. (Founders)  | 123            | \$15     | \$15     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | 1619                | None  | ...                                      | \$300 buyers                                |
| Hongkong Hotel Company, Limited   | 12,000         | \$50     | \$50     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$24,071            | \$5 for second half-year making \$10 for 1905                                   | 7 1/2 %                                  | \$130                                       |
| Hongkong Land Investment and Agency Co., Ltd.                             | 10,000         | \$100    | \$100    | { \$1,415,16<br>\$550,000<br>\$65,160 }   | 167,839             | Final of \$3 1/2 making \$7 for 1905  | 6 %                                      | \$120                                       |
| Hotel des Colonies Company, Limited                                       | 9,000          | Tls. 25  | Tls. 25  | { \$1,415,16<br>\$550,000<br>\$65,160 }   | Tls. 24,986         | Interim of Tls. 1 for 1905  | 14 1/2 %                                 | Tls. 17                                     |
| Hotel Metropole Company, Limited  | 2,000          | Tls. 100 | Tls. 100 | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$4,699             | Final of \$6 making \$10  | 10 %                                     | \$100                                       |
| Humphreys Estate & Finance Company, Limited                               | 10,000         | \$10     | \$10     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$5,070             | 80 cents for 1905   | 7 %                                      | \$11 1/2                                    |
| Kowloon Land and Building Company, Limited                                | 6,000          | \$50     | \$50     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | \$574               | \$2 1/2 for 1905  | 6 1/2 %                                  | \$39  |
| Shanghai Land Investment Company, Limited                                 | 12,000         | Tls. 50  | Tls. 50  | { \$1,415,16<br>\$550,000<br>\$65,160 }   | Tls. 909,593        | Final of Tls. 3 making Tls. 6 for 1905  | 5 %                                      | Tls. 119 sellers                            |
| West Point Building Company, Limited                                      | 12,500         | \$50     | \$50     | { \$1,415,16<br>\$550,000<br>\$65,160 }   | Tls. 170,000        | Final of \$1.90 making \$3.65 for 1905  | 7 %                                      | \$53  |
| <b>COTTON MILLS.</b>  |                |          |          |   |                     |   |  |   |
| Two Cotton Spinning and Weaving Company, Ltd.                             | 15,000         | Tls. 50  | Tls. 50  | { Tls. 45,939<br>\$30,000 }   | Tls. 100,000        | Tls. 8 for year ended 31.10.1905  | 11 %                                     | Tls. 73 sales                               |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited             | 125,000        | \$10     | \$10     | { Tls. 45,939<br>\$30,000 }   | \$23,264            | \$1 for the year ending 31.7.05   | 7 %                                      | \$15  |
| International Cotton Manufacturing Company, Ltd.                          | 10,000         | Tls. 75  | Tls. 75  | { Tls. 100,000<br>Tls. 18,718 }   | Tls. 18,718         | 3 % a/c 1898  | 11 1/2 %                                 | Tls. 65 sellers                             |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.                         | 8,000          | Tls. 100 | Tls. 100 | { Tls. 100,000<br>Tls. 18,718 }   | Tls. 30,760         | Tls. 8 for 1905   | 11 1/2 %                                 | Tls. 72 buyers                              |
| Soy Chee Cotton Spinning Company, Limited                                 | 2,000          | Tls. 500 | Tls. 500 | { Tls. 100,000<br>Tls. 18,718 }   | Tls. 18,456         | Tls. 25 for 1905  | 7 1/2 %                                  | Tls. 320 sellers                            |
| <b>MISCELLANEOUS.</b>   |                |          |          |   |                     |   |  |   |
| Anglo-German Brewery Company, Limited                                     | 4,000          | \$100    | \$100    | { none<br>\$314<br>\$50,000 }   | \$1,066             | \$7 for 1905  | 7 %                                      | \$100                                       |
| Bell's Asbestos Eastern Agency, Limited                                   | 8,604          | 12/6     | 12/6     | { none<br>\$314<br>\$50,000 }   | £770                | 1/3 per share for 1904  | 9 1/2 %                                  | \$72 buyers                                 |
| Campbell, Moore & Co., Limited  | 1,200          | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$1,097             | \$3 for 1905  | 9 1/2 %                                  | \$32  |
| China-Borneo Company, Limited   | 60,000         | \$12     | \$12     | { none<br>\$314<br>\$50,000 }   | Tls. 589            | \$1 for 1904  | 12 1/2 %                                 | \$7 buyers                                  |
| China Flour Mill Co., Limited   | 4,000          | Tls. 50  | Tls. 50  | { none<br>\$314<br>\$50,000 }   | Tls. 589            | Final of Tls. 5 making Tls. 10 for 1905   | 6 1/2 %                                  | Tls. 80 sellers                             |
| China Light and Power Company, Limited                                    | 50,000         | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$1,219             | 60 cents for year ended 28.2.06   | 9 %                                      | \$9   |
| China Provident Loan & Mortgage Company, Ltd.                             | 100,000        | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$1,581             | 80 cents for 1905   | 7 1/2 %                                  | \$16  |
| Dairy Farm Company, Limited   | 25,000         | \$7 1/2  | \$7 1/2  | { none<br>\$314<br>\$50,000 }   | \$2,864             | \$1.20 for year ending 31.7.1905  | 8 1/2 %                                  | \$29  |
| Green Island Cement Company, Limited                                      | 150,000        | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$52,291            | \$2 dividend and 50 cents bonus for 1905  | 11 %                                     | \$22 1/2                                    |
| Hall & Holtz, Limited   | 21,000         | \$20     | \$20     | { none<br>\$314<br>\$50,000 }   | \$20,893            | \$2 1/2 for year ending 28.2.05   | 11 %                                     | \$16 ex div.                                |
| Hongkong Electric Company, Limited  | 60,000         | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$2,508             | { \$1.00 } for 10 months ending 28.2.06   | 7 1/2 %                                  | \$235                                       |
| Hongkong High-Level Tramways Company, Ltd.                                | 1,250          | \$100    | \$100    | { none<br>\$314<br>\$50,000 }   | \$2,796             | \$15 for year ending 30.1.1904  | 8 1/2 %                                  | \$240 buyers                                |
| Hongkong Ice Company, Limited   | 5,000          | \$25     | \$25     | { none<br>\$314<br>\$50,000 }   | \$3,776             | Final of \$15 making \$19 for 1905  | 6 1/2 %                                  | \$29  |
| Hongkong Rope Manufacturing Company, Ltd.                                 | 50,000         | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$5,813             | \$9 for 1905 on 5 shares  | 11 1/2 %                                 | \$9   |
| Hongkong Steam Waterboat Company, Limited                                 | 15,000         | \$10     | \$10     | { none<br>\$314<br>\$50,000 }   | \$2,500             | Final of 50 cents making \$1 for the year                                       | ...                                      | Tls. 245 sales                              |
| Maatschappij tot Mijl-, Bosch- en Landbouwexploitatie in Langkat, Limited | 25,000         | Gs. 100  | Gs. 100  | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 10,174         | First interim Tls. 7 1/2 paid 15.3.06 account 1906                              | 8 %                                      | \$5 buyers                                  |
| Philippine Company, Limited   | 67,500         | \$10     | \$10     | { Tls. 547,500<br>Tls. 27,603 }   | Dr. P. 34,334       | None  | ...                                      | Tls. 135 buyers                             |
| Shanghai Gas Company, Limited   | 16,000         | Tls. 50  | Tls. 50  | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 165,000        | Tls. 3 1/2 final & Tls. 14 bonus making   | 6 1/2 %                                  | Tls. 55 sales                               |
| Shanghai Horse Bazaar Co., Ltd.   | 5,400          | Tls. 50  | Tls. 50  | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 9,751          | Tls. 8 1/2 1905   | 11 %                                     | Tls. 150 sellers                            |
| Shanghai Pulp and Paper Company, Limited                                  | 4,500          | Tls. 100 | Tls. 100 | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 2,753          | Tls. 6 for 1904   | 9 1/2 %                                  | Tls. 71 buyers                              |
| Shanghai-Sumatra Tobacco Company, Limited                                 | 30,000         | Tls. 20  | Tls. 20  | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 1,452          | Final of Tls. 8 making Tls. 14 for 1905   | 7 %                                      | Tls. 71 buyers                              |
| Shanghai Waterworks Company, Limited                                      | 7,200          | £20      | £20      | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 85,592         | Final of 37/6 making 52/6 for 1905/6  | ...                                      | Tls. 410 sellers                            |
| South China Morning Post, Limited   | 7,200          | £20      | £20      | { Tls. 547,500<br>Tls. 27,603 }   | Dr. \$44,089        | First year  | 8 1/2 %                                  | \$20  |
| Steam Laundry Company, Limited  | 6,000          | \$25     | \$25     | { Tls. 547,500<br>Tls. 27,603 }   | \$1,134             | None  | ...                                      | \$60  |
| Huatsin Waterworks Company, Limited                                       | 2,000          | Tls. 100 | Tls. 100 | { Tls. 547,500<br>Tls. 27,603 }   | Tls. 4,000          | 50 cents for year ended 31.5.05   | 7 1/2 %                                  | Tls. 110                                    |
| United Asbestos Oriental Agency, Limited (Founders)                       | 9,900          | \$10     | \$10     | { Tls. 547,500<br>Tls. 27,603 }   | \$551               | Interim of Tls. 4 for year 1905/6   | 9 %                                      | \$9   |
| Do.   | 100            | \$10     | \$10     | { Tls. 547,500<br>Tls. 27,603 }   | \$22,000            | { 80 cents } for year ended 31.5.1905   | 11 %                                     | \$180                                       |
| Watson, (A. S.) & Co., Limited  | 93,000         | \$10     | \$10     | { Tls. 547,500<br>Tls. 27,603 }   | \$7,734             | \$19.80 for 1905  | 7 1/2 %                                  | \$13 ex d. buyer                            |
| William Powell, Limited   | 15,000         | \$10     | \$10     | { Tls. 547,500<br>Tls. 27,603 }   | \$676               | Final of 50 cents making \$1 for 1905   | 10 %                                     | \$10 1/2 sales                              |